



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

## **-- Warning Notice --**

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

## **-- Copyright Notice --**

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.



## BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

JUNE 28, 1982

Dear Members,

I just completed issue #6 and I believe it was the hardest one I have done yet. Not because of content..But because of the weather and all of the hassle of getting ready for my first National Show for my 37. It is real hard to sit at a Typewriter when the sun is out and my garage is a mess with all of the last minute details that are facing me. Oh well..It's worth the trouble and it keeps me off the streets....

As to the "First Class" mailing offer that I made last month..Believe it or not only about three people were interested so we will be staying on the "Bulk Rate" postage and your annual memberships will remain the same. From all of the complaints I received I thought more people would want the "First Class" postage.

I talked with Ray Kuehn about the Sill Plate Offer that he gave us last month and he said he only received two letters concerning his offer to the Club on a discount deal for Silts. Again, I can't believe, after over 150 people wrote me wanting Silts, that the response was so low, after we finally got the Silts that are right. If he does not receive any interest shortly he will be forced to recind his discount offer to the Club. See Page #27 For Repeat of Offer.

Our letters on "Parts for Sale" and "Parts Wanted" are getting smaller & smaller. I can only publish what you send me, so if you want to see more in these two sections, you better sit down and write me.

I have been thinking of some new ways to get better input from across the country and get some of the members more involved. And last, but not least..lessen my work a little. Please write me and give me your thoughts on electing members to a term of say one year as a Director of the Club. We could have about five directors that would be responsible for certain areas such as..Parts & Cars For Sale...Human Interest Stories...Technieal...A National 37/38 Meet....etc. etc. We could have the members contact the Director that is in charge and he could in turn send me the final product for publication. WHAT DO YOU THINK??????

On page seven I have put copies of Dug Waggoners (#10) preliminary drawings of a Club Plaque. I want to Thank Dug for all of his efforts for the Club. He has done all of the Art Work for the Club since we started, including this months cover and last months.The Radio Booklet I have been offering to the members is one way I have been trying to raise money towards our Plaques. So far we have \$60.00 in the pot and in order to furnish all of the members with some sort of plaque we will need around \$600.00. If anyone has any ideas on how to raise this money, please contact either Dug or myself.

In this issue I am publishing "Tune Up" facts for 1937..Next month I will run the same for 1938. Also next month I will run a special issue reporting on The Nationals. If anyone else that is going to the Nationals would like to help with the pictures, please contact me as I am not a very good photographer. We will need good 35mm stuff.

Thats it for now..I'm going to the Nationals.....

P.S. TUNE UP PAGES COURTESY OF..RICHARD BARBEE #42

Dave Lewis,

Editor





## BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

### BUICK CLUB RULES & REGULATIONS

Effective 6-1-82

#### A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of...

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must understand that for this club to survive, you must participate in some form during the course of your membership in order for you to remain in the club. If the bulk of our members "read" only, we can not survive.....

You must understand this club is based on it's membership being "hobbyist" and you are to treat each other in this vain.

All Advertising to Individual Members is "Free" limited only by space available

The Editor reserves the right to reject any and all memberships that are found to be engaging in un-ethical practices.

Any member that is selling parts as a sole means of making a living will be required to pay commercial rates for their advertising.

#### B NON MEMBER ADVERTISING

Non Member Advertising will be allowed on a Free Basis..This will only be allowed in the "PARTS FOR SALE" and "CARS FOR SALE" sections.....

#### C COMMERCIAL VENDORS

Commercial Vendors may join our club.

It is not required for Vendors to join our club in order to advertise, but if they do join they will receive all issues in order to keep abreast with our activities.

The Editor reserves the right to reject any Vendors application that is found to practice un-ethical practices in our sport.

A Free issue will be sent to any Vendor Advertising in a current issue.

#### D COMMERCIAL ADVERTISING RATES

One Full Page...\$35.00    One Half Page..\$20.00    One Quarter Page..\$10.00

#### E DUES AND POSTAGE

Membership runs from Feb 1 thru Jan 31 of each year-...Annual Dues \$20.00 (Bulk Mail)  
First Class Mail \$6.50 extra per year. Overseas Members, Air Mail, \$45.00 per year.  
Canada, First Class Only, \$26.00 per year. August thru Jan...½ price



Dear Dave,

I have not been in touch with you lately due to the fact that for 2½ months I was sick with Pneumonia & unable to work at my car hobby. In the last 3-4 weeks I have recuperated enough to respond to the Ads I had placed in the February Newsletter. I have had very good response to my Ads and I feel you are doing an excellent job at co-ordinating the 37/38 News Bulletin.

I have a suggestion to make to the members when they are responding to the Ads in the Newsletter. Please have all the advertisers include the words..S.A.S.E. when entering their Ads. This means..SELF ADDRESSED STAMPED ENVELOPE. I have received several letters in response to my Ads and I will not answer requests without a S.A.S.E. as I can not afford all of the postage required and the time and expence of envelopes and addressing them. I think the members will find that without a S.A.S.E. They will not get answers from any of the Ads they write in about.

Don Gust #43

EDITORS COMMENT...

Don, I am very please that you have taken the time to remind us of the problem. I have failed to tell the members about this and I'm sorry. I just took for granted that everyone was aware of this policy in this sport. Please..everyone start using S.A.S.E.

Dave Lewis, Editor

Dear Dave,

Enclosed is my check for \$20.00 for membership in the 37-38 Buick Club. May I say thanks to you for the complimentary copies of your Newsletter. I find it very informative and benefical in finding parts and information.

One correction for the Newsletter...An article in the Newsletter stated that ALL '37 Buicks are Woodgrained. and that is incorrect. The 90 Series Limited is not. The Window Silks and Dash are I believe Dupont # 43407-L which is Tobacco Brown, with some kind of Silk Screen design in two places only. One at the Instrument Cluster and the other at the Glove Box Door. Both are between the two small pieces of vertical chrome stripping. I have a 1937 91F and have done some research on this. Maybe this bit of information will help some of the other members.

Also I would like to correct some of the terminolgy being used in refrence to our cars. This is in reference to Body Styles. "Trunk Back" is correct, while "Hump Back" is not and "Fast Back" is correct and not "Plain Back". I do hope you you take this as corrective criticism as it is intended. You are doing a fine job, and I comend you. Keep up the good work. I am proud to be a small part of 37 Buick 38. I may have some parts for sale in the near future, but not at present. Thanks for seeking me out. Looking forward to my next issue.

Jack Corliss #279

Thanks for the useful information Jack. We all appreciate the help you have given. I want to thank you for taking the time to write and let me know of the error.

Dave

CORRECTION, LAST MONTHS ISSUE #5...I have had several calls on the letter from Joe Krepps that was in last months Newsletter. Due to an over sight on my part I omited his Club number, addresss and phone number....SORRY!

Joe Krepps #187  
2486 Pacer Lane S.  
Cocoa, FLA. 32922  
305-636-8777



Dear Dave,

Once again, Thanks for all your efforts & work in forming the 37-38 Club. Hope in the not too distant future, to be able to contribute more to the Club. This is the best thing that has ever happened for 37-38 Buick Owners..

I am in the process of building molds to reproduce sidemount covers in fiberglass. If any of the members are interested, I would be glad to help them out. I am also making a casting pattern for "BUICK" Sidemount Emblem on the covers

Thank You,  
John Hopley #33

John...Thanks for the nice letter and your two projects sound great! Any of the members that would be interested should write John and let him know..

Dave

Dear Dave,

I have access to a firm that does metal spinning. Do you think there would be any interest in the reproduction of side mount covers, inner & outer, or the rings? If we could get an idea how many people would be interested, I could pursue the matter..

I have produced a number of sidemount lock plates for both Special & Century. I do not make locks, but can supply the plate that inserts into the wheel center to hold the tire in place. They are \$45.00 each.

To convert 37-38 Fender Lights to Signal Light-Park Light combination, use "Ecklin" light socket # LS-6114 with existing spring and double contact bulb. Use 2 wire extension cord for new harness from park lights. String a single wire from under the dash to left rear light. Use brake light wire for R/R light. Wire into signal assembly using their schematic.

Don Warren #272

JIM WALLACE #283 BEAUTIFUL 1937-46S..

This beautiful 37 has won several shows.

Two First Place in it's Class at West Coast B.C.A. Meets 1980 and 1981

Three First Place Wins At BUTLIN BUICK, Los Angeles..1979-1981-1982

Jim..Your Car looks Super..I would like for you to send a story about your car so the other members can share some of your experiences.

Dave





DON GUST #43 1937 SERIES 47

I was repairing a 37 Buick, 41 series Trunk Back, and was in need of a gasoline tank. In my search I found what was advertised as a parts or restore 37 Buick. I went to look at it and found a very good rust free 37 Buick-47 Series, Fast Back. The price was right, so I purchased it.

The winter of 1980 & spring of 1981 I did a complete, Ground-up restoration. I searched, and found a parts car advertised with sidemounts. I purchased it and used the fenders on the 37 Buick. It took me a year to find the sidemount covers. The car was sandblasted, painted Sudan Blue Metallic, mechanically restored, all new glass, Lynn Steel rubber, wood grained, all new chrome, LaBaron Bonney upholstery, new tires, some plastics, etc. etc. The car has all of the accessories... Defrosters, extra Radio Speaker, Sidemounts, working Clock, Foglights. I like and enjoy the car very much.

MEMBER CARS

PETER SMITH #244 1937 SERIES 80

This beauty has been completely rebuilt inside and out. The people in Florida sure turn their heads when this Sedan Drives by....

MEMBER CARS

PANOS GEORGOPULO #40 1937 SERIES 90

This Beauty looks like it's ready for a parade the way it's decked out in Red, White and Blue.

MEMBER CARS





Member Car

Dear Dave,

Please find enclosed a picture of me and my very first undertaking in restoring a basket case. It was taken down to the last bolt. The frame was completely stripped. The former owner had plans on restoring it, but gave up as a bad deal. He did manage to spray a sticky coating of gunk, of some type, to prevent rust and that's what had to be scrapped off! I finally got the frame cleaned, sanded and painted. The frame was then wrapped in plastic and set in the driveway for the winter. Over the winter all mechanical parts were either repaired or replaced. The engine was about the only thing that was good. I put a new floor in it as it was just about rusted away. The entire job was completed in seventeen months.

My wife wrote for all the parts. She also sanded the complete car down to the bare metal (and also her fingers).

The seats had been redone about ten years ago and was another thing that was in fairly good shape. I did replace the headliner and the seats did require a good cleaning, which my wife did. We finished the car this past October and drove it to our sons house to show it off. From there we took it to the limestone mines in Brady's Bend, which is outside of Butler, PA. and stored it for the winter in the air-conditioned section of the mines.

By the end of March we were getting very anxious to see how well it held up, or if it would even start.

"Clyde" looked and sounded great..After 5 months in the mines..The people who take care of the mines, start the engines every week or so. From all the people we met, to all the people we wrote to, talked on the phone with, to all of the S.A.S.E. my wife sent asking about parts, prices, condition of items and we recieved answers from all of them....We want to Thank them all for helping us to turn a Basket Case of junk..To what you see in the picture. We both are really proud of our accomplishment and can truly say "We did it ourselves".

We still have a few things left to do on it, but we are taking a break, and enjoying it. The car is a 1937 Businessmen's Coupe. It can hold it's speed of 55 M.P.H on the interstate as well as any car on the road, and in some cases even better!



A MEMBER SUPPORTED  
**NATIONAL BUICK CLUB**

# CLUB PROJECTS

SUBMITTED BY DUG WAGGONER #10...IDEAS ONLY FOR 37/38 BUICK CLUB

"A" This emblem would be on a Chrome backing with Blue Lettering and a Red background. It could be made into Dash Plaques, Grill Emblems, Jacket Patches or Decals

"B" This emblem is very similar to "A" with different wording and it would be on a Brass Background with a white color in the background and a Blue Buick emblem in the center. It also could be used for several purposes.

"C" This type of emblem could best be used as an add on to a License Plate. It could also be used for other purposes such as decals.



MEMBERS....Please write Dug or Myself with your opinions of the Drawings and also any ideas on how to raise the money for this "Club Project".

Dave

PLEASE WRITE YOUR COMMENTS TO.....

37/38 Buick Club  
1569 Wabash Ave.  
Springfield, Illinois

Dug Waggoner (designer)  
251 Kearny Street  
San Francisco, CA. 94108



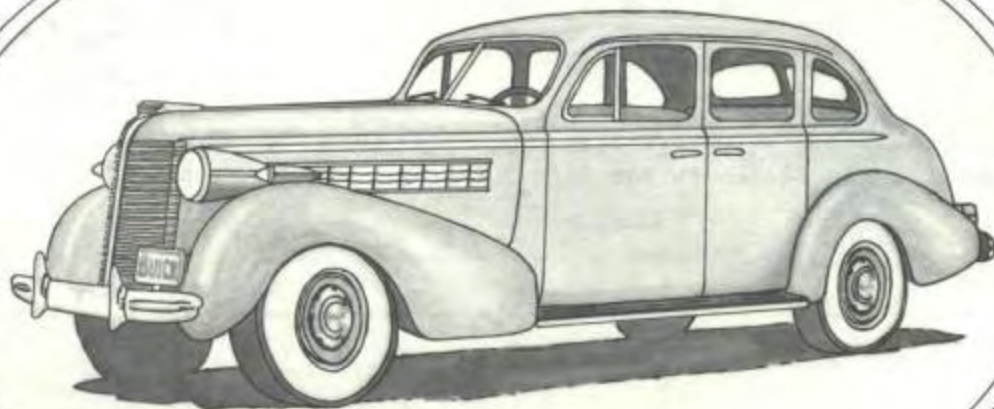
Dear Dave,

Hellow, How are things going with you? I'm looking forward to seeing you at the East Coast National meet in PA. I'll have a stand in the Flea Market (#12). As you have seen by now, there is a picture of a 1938 Buick in with this letter. I was raised around a 1938 Buick and it kind of grew on me. I like to draw some times, so one day I sat down and started to draw this picture. When I was finished I was pleased with it so I went a little farther and took it to work and shot a picture of it. One thing led lead to another and this is what it ended up like. After a few people talked to me about it I decided to make some copies of it and sell some. This one you may keep, but the Black & White one could be used in the Newsletter if you like. Inclosed is a negative for you to use to print it with.

Thank you for everything,  
David Bylsma #117

Editors Note... The picture is very nice-and if any of the members would like one you can contact David and he will send you one. They are two color, Blue & Black set on a clear plastic background. They are 5"x7" and cost \$5.38 ea. Post Paid.

## PROUD 1938 OWNERS



1938 Buick

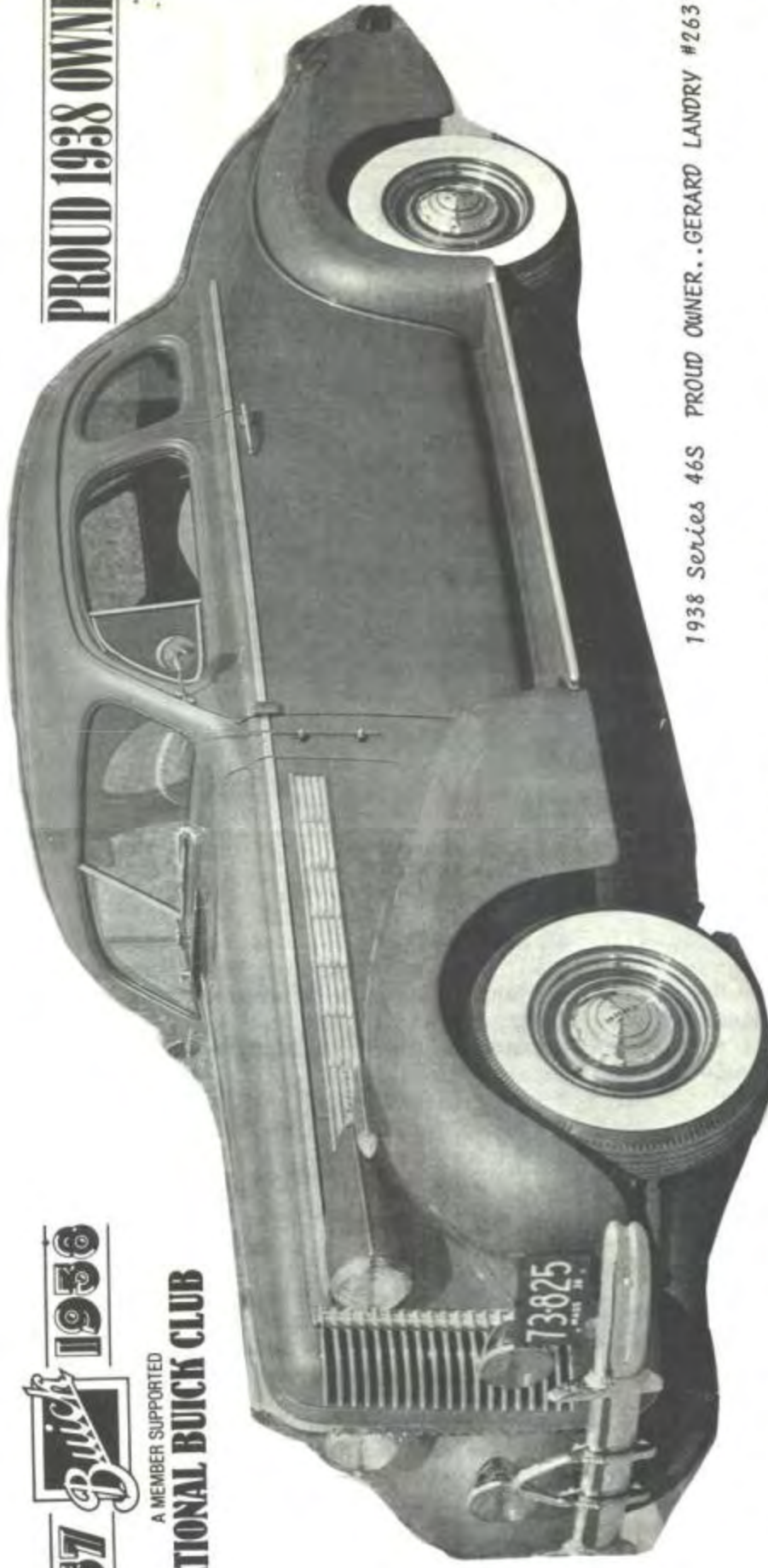


**1937 Buick 1938**

A MEMBER SUPPORTED

**NATIONAL BUICK CLUB**

**PROUD 1938 OWNER**



1938 Series 46S PROUD OWNER...GERARD LANDRY #263

As a young boy I spent many hours around Buicks, since my Dad worked in a Buick Agency for 43 years. Through these years it's no wonder a deep love was developed for these great beauties. At the age of 11 I learned to drive in a 1937 series 41 Verde Green low mileage Sedan. I could never forget that melodious hum of 2nd gear in that straight 8 and always dreamed of owning one.

In 1976 while on a visit to Maine I came across an Ad for a 1938 series 46S with only 46,000 miles and all original. After a few months of deep thought and a little bargaining, the old blue coupe found a new home in my garage.

The wood grain dash and plastic were like new although the upholstery was a little moth eaten from 15 years of storage. I soon found while dismantling the coupe that it had been well cared for and seldom driven in the winter. A full ground up restoration was started. It was my first, very slow and painstaking task. Each and every piece was dismantled, striped, refinished and after 18 coats of Nito Boticelli Blue (Original Color) was carefully reassembled. It was my first show lacquer paint job and the blue metallic damn near sent me to the "Funny Farm". The only mechanical work needed was to re-seal the engine and renew the brake system. After much research and help from B.C.A. friends like Bob Huxley and Hank Bates the car began to take shape. Three years and several hundred hours of blood sweat and tears...We made our first Show.

The old Blue Coupe has brought many compliments, and I have made many new friends. In two years of showing our Coupe it has earned many 1st place trophies and much to our delight, 2 Best of Shows in 1980, one in Stowe, Vt. and one in Bennington, Vt.

The Car has amazed me in every way. When a friend of mine (Tony Romero) encouraged me to take it to Hershey where it took a



# CARS FOR SALE

TRADE: 1938 Buick Special Coupe: One Owner  
91,000 miles, No Rust, Want to trade up to  
'38 Century Coupe of like condition....

CONTACT: Larry McCune #308  
4332 Parkview Drive  
Lakewood, CA 90712  
213-420-1249



1938 Special Model 41; Great Parts Car  
or Complete with out any problems. Body-  
work completed, but the rest yet to do. No  
Sidemounts. New Wiring Harness and Manuals,  
later type straight eight and 15" wheels.  
Ran great before starting project. Simply  
have too many things going right now to  
complete. \$1200.00 or decent offer...

Roger Hayes #270  
1108 Clark Rd.  
Wadsworth, OH 44281  
216-334-1842

1937 Buick Century Four Door Sedan;  
Model 61 with Sidemounts. 96,000 miles. Car-  
is very solid, no rust, very original ex-  
cept poor second paint job. Upholstery is  
excellent with exception of one small part  
on side of seat that could be repaired. Car  
has correct Fog Lights. Car needs usual  
attention to oil leaks, but strong runner.  
It's all there except the Wiper Knob....  
\$6,500.00 FIRM..I'll be back east (in-  
cluding the Buick Nationals) until late  
July.

Jim Bahrenburg #29, 1985 Yank Ct., Golden, CO  
303-233-7755

1938 Buick Opera Coupe; Car is 90% Restored.  
Just needs paint and interior. Sidemounts,  
radio, all chrome, new steering wheel, new wood-  
grained dash, new tires, new fuel pump, re-built  
carb, generator & new regulator. All glass new  
newly chromed bumpers and guards, including the  
Buick 8 Plate in center of bumper. Fog Lights,  
spot light, new exhaust system, rebuilt engine  
with spare head, trans and crank and parts from  
2 other 38's. It's a real strong piece and  
I'm willing to bargain..Asking \$3,900.00

Dennis Huber #110  
219 Pebble CK  
Summerville, S.C. 29483  
803-873-3303

## CARS FOR SALE:

1937 Four Door, Fast Back Sedan. Car is in  
this months Newsletter with story..  
Price is \$9,500.00

Don Gust #43  
Rt.1, Box 161  
Beecher, Ill. 60401  
312-946-2856



# PARTS FOR SALE

A letter from Frank Haas #72...

I remember the letter from Lauren Matley about the Corvair Spare Tire Locks being the same as 37/38 Sidemount Locks. I was at a swap meet last week and saw a Vendor that had two N.O.S. Corvair Locks for \$20 each. Since I don't have Sidemounts I thought another member might want them. The Vendor was; Gary Esse, 4801 Flint Lane, Madison, WI 53714, 608-244-8416. I hope this will help someone that needs the locks...

Frank Haas #72

37-38 Pedal Pads (All Series) \$3.50 ea.  
37-38 Battery Terminal Cover (All Ser) \$3.50 ea.  
Gallon Cans of Delco Shock Fluid \$30 per gal.  
These are Factory Sealed Cans from the late 30's  
37-38 Rear View Mirror, Glare Shield \$7 ea.

Note; All of these parts are old Buick Factory stock I purchased from an old Buick Dealership that my Grandfather purchased our 38 Special New in the fall of 37.

Paul Brennan #71  
2343 Werner St.  
Marquette, MI 49855  
906-226-8617

37-81 Series; Both Front Fenders (Non-Welled)  
Good Condition, \$75.00 each plus crating and shipping.

Bob McLaughlin #78  
428 W. Fern Ave.  
Redlands, CA 92373  
714-792-5355

1938 Special; Two front Fenders, Hood and Nose.  
\$200.00 Plus Shipping.

Robert Saunders #39  
17406 Tilford Ct.  
Granada Hills, CA 91344  
S.A.S.E. Please

37/38 PARTS FOR SALE...

1-37 Hood Ornament-Very Good to Exc. \$40  
1-37 Hood Ornament-Very Good \$25

(FROM LAST COL.)

37 Grill, Rt. Side, Cracked \$40  
37 Grill, Left \$60  
37-38 Trunk Hinges;  
1-N.O.S. (Correct ones) \$50 pr.  
1-Very Good Used \$30 pr.  
37 Radio Grills \$15  
37 Fender Lights;  
1- Exc. Pr. Complete \$75 pr.  
1- Lights, less chrome \$20 ea.  
37 Tail Lights Complete \$40 pr.  
37-38 40 series doors, hoods and front and rear fenders..S.A.S.E. ONLY FOR REPLY  
37-38 Pair of Sidemount Covers 40-60 ser. Very Good To Exc. & Chrome (80 ser) All for \$150  
37 Heater, cracked in hidge \$35  
37-38 Glove Box Doors \$10  
37-38 Clocks \$10 to \$25  
38 Center Dash Chrome, Very Gd. \$30  
38 Hood Orn. Fair Re-Chrome \$15  
37-38 Outside Door Handles, Re-Chromed, Very Good to Exc. \$30 ea.  
38 Trunk Emblem, Re-chromed \$30  
38 Center Bumper Guard, Re-Chrome, Exc. \$50  
38 Taillight Chrome Covers 4-pr. \$30  
37-38 Mirrors \$5 ea.  
N.O.S. Sunvisor Brackets \$15 pr.  
37 Fuel Tank, Very Good \$75  
37-38 Radiator, Very Good \$65  
Stainless for Doors, Lights, Etc.

All Above..Plus Shipping...  
S.A.S.E. ONLY FOR REPLY. I had many request last month for parts. I can not answer any mail without a S.A.S.E.

Don Gust #43  
Rt. 1, Box 161  
Beecher, Ill. 60401  
312-946-2856

EDITORS NOTE.....

This is all of the "PARTS FOR SALE" Ads that were mailed in this month. If you would please inventory your garages and mail your Ads in I will publish them.... There are a lot of Parts out there if you would all take the time and effort to help eachother. And if you want your Ads repeated I need to know.....

Dave

Dave



# PARTS WANTED

Wanted: Automatic Choke for 1938 Buick

Jeff Morris #108  
5621 Farms Dr.  
Columbus, OH 43213  
614-866-2302  
614-424-6990

1937 Special Series 41;  
Horn Ring  
Wipers & Blades  
Temperature Gauge  
Long Sidemount Chrome  
4-16" Trim Rings

Mark Ryan #112  
1810 John Ave  
Superior, WI 54880

1938-81 Series;  
Need Left Front Fender With Sidemount.  
Front and Rear Bumpers.

Art Haggett #304  
3906 Blackwood Ct.  
Santa Maria, CA 93455  
805-937-1763

38-66 Series;  
Need three piece Exhaust Manifold and the  
Center Heat control Section  
Found all in Reno for \$1963.00, But Can Not  
Afford. Please Help!

Mel Watson #48  
2417 N. Shore Rd.  
Bellingham, WA 98226  
206-733-1677

37 or 38 Rumble Seat Trunk Lid in Good to  
excellent Condition. Would be interested in  
Trunk Lid for same...

Dennis Huber #110  
219 Pebble Ck  
Summerville, S.C. 29483  
803-873-3303  
803-572-6149

Oil Dipstick For Large Series 1938 Buick

John Koutre #313 1301 Rainbow Dr., Stevens Point  
Wisc. 54481, 715-341-6188

1937; Want Radio Cover for Dash  
L&R Windshield Transmissions  
2-Bumper Guards

Herb Martin #314  
1891 Golden Ave  
Long Beach, CA 90806  
213-591-1494

The Ad Below is a correction for an error  
that I made last issue.....

Wanted; 1937-61 Series, NOS Flywheel Ring Gear  
N.O.S. Crank and Cam Sprockets 1 9/32 Wide.

Sorry for the error Monique...Dave.

Monique Bryher #181  
11314 Collins St.  
N. Hollywood, CA 91601  
213-506-1820  
Evenings & Week-ends

Wanted for 1937-40 Series; Heater & Def.  
switch. Cigarette Lighter (Only need the  
element; no knob or housing.  
Firewall I.D. Plate for Model 47.

Ben Lewis #94  
5283 Olive Dr.  
Concord, CA 94521  
415-689-7454

1938 Special; Under Runningboard Antenna.  
GM Manufactured "Peep" Mirror, have one, need  
one more

Larry McCune #308  
4332 Parkview Dr.  
Lakewood, CA 90712  
213-420-1249

1938 60 Series; Need Both Splash Pans.

Mort Huber #190  
404 Vine Ave.  
Park Ridge, ILL 60068  
312-236-1600 Weekdays  
312-698-3276 Eve. & Week-ends

# TOO LATE TO CLASSIFY

## CARS FOR SALE:

1938 Business Coupe. 40 series. This Car won 1st place in Newport Hill Climb.

Price \$2,000.00

1938 Four Door-40 Series (Runs Good)

Price \$1,200.00

Both of the above cars can be Driven Home

Parts CARS or Restore;

1937 Buick 4-Dr. series 40 \$400.00

Call or send S.A.S.E. To;

Don Gust #43

Rt.1, Box 161

Beecher, Ill 60401

312-946-2856

(Other year Buicks Also)

1938 Special 2-door Fastback. Complete ratty interior, rust in doors & Rockers. High miles, Runs..Best Offer...

H.P. Johnson

925 Smith Farm Rd.

Severn, MD 21144

S.A.S.E. ONLY

No Calls, Please

## 1937 ROADMASTER CONVERTABLE

Car is an older restoration that looks and runs great.

Asking \$20,500.00

David Schinnerer #284

1308 Sartori

Torrance, CA 90501

213-320-0707

## PARTS FOR SALE:

N.O.S. MultiBeam Headlight Lenses for 37/38 Buick \$20 a pair, postpaid to you.

John Koutre #313

1301 Rainbow Dr.

Stevens Point, WI 54481

715-341-6188

## FOR TRADE:

38 Fender Light Moldings for 37's

Herb Martin #314

1891 Golden Ave.

Long Beach, CA 90806

213-591-1494

## PARTS FOR SALE:

All 40 Series; L&R Front Fenders, Repairable \$20.00 each

37 Nose Section, Good Sheet Metal, Frame pit \$15.00

38 Hood, Both Halves \$20.00

37 Hood, Both Halves \$20.00

37 Doors for a sedan, \$20.00 ea.

37-38 Headlight Buckets \$5.00 ea.

Herb Martin #314

1891 Golden Ave.

Long Beach, CA 90806

213-591-1494

## PARTS FOR SALE: All From 37-46 Coupe...

Rear Shocks \$15 ea.

Rear Springs \$15 ea.

Str. Col & Box \$25

Clutch & Brk Pedal Ass. \$20

Frt. Backing plates, shoes, hrdr. \$15 ea.

Frt. Drums & Brgs. \$15 ea.

Dash Gauges (Oil-Amp-Water-Fuel) \$20

Headlight Switch, Gd. Knob \$10

Greg Marshall #148

14161 Riverton Cir.

Westminster, CA 92683

714-897-4217

Wheel Trim Rings: 16" only..These are the Original Stainless Steel that have been carefully restored to original beauty and then polished to SHOW QUALITY..Satisfactory Guaranteed..\$25.00 each, plus freight.

Dave Lewis #237

1569 Wabash Ave

Springfield, Ill 62704

217-546-2600

1938 Series 40; Need the following;

Centerline Radio Complete

Rear Gravel Guard

Front Arm Rests, ser 44

Front Bumper Grill Guard (upside down V)

Two Good re-chromable Bumper Guards

One Glass Parking Lens

Dug Waggoner #10

251 Kearney St.

San Francisco, CA 94108

415-781-2347



# TOO LATE TO CLASSIFY

LETTER FROM LOU WILDT #245

Dear Dave,

Enclosed is \$20.00 for membership in the club. I think all the 37/38 owners greatly appreciate the immense and very worthwhile project you have undertaken.

I am about to begin restoration on my 38-46C which has been sitting in my garage for the last 3 years so the publication will be priceless to me. I appreciate the fact that the publication is limited to 1938 and 1938. I subscribe to a number of other publications but it is a pleasure to be able to zero in on specific interests.

I have a number of parts that I can make available as soon as I can determine what parts I do or do not need. I have a lot of N.O.S. parts including a mint un-cut floor mat, but I will be needing some of the other hard to find items you are trying to have reproduced.

As you suggested I am starting to dig out my parts and I will come up with a list that I can submit in the next few weeks. Keep up the good work.

Lou Wildt #245

## TRIPPE LIGHTS...FOR SALE....

We have an extensive inventory of Trippe Lights and accessories for them. Some are N.O.S. and some used and some that we have restored to Show Condition. We have Bulbs, Brackets and switches. Write for our list.

TOM DUNAWAY  
P.O. BOX 5074  
ANDERSON, S.C. 29623  
803-226-6673

1937 Ser 41; N.O.S. Wiper Transmission, Left Jack and Tools  
Owners Manual & Envelope  
Rear Gravel Shield, N.O.S. only  
Front Bumper Guard, Center  
N.O.S. Trunk Mat for 6-wheeler

Dave Lewis #237  
1569 Wabash Ave  
Springfield, Ill -2704  
217-546-2600 Days

## PARTS WANTED

## CAR FOR SALE....

1937 Buick Century Fastback.....  
Black..28,000 Original Miles-New Paint-New White Wall Tires. All Complete and VERY VERY CLEAN. Must be Seen..I don't want to sell, But I have my eye on a Convertible that I want. SERIOUS INQUIRIES ONLY...\$8,000.00

Jonathan Gordon #204  
1007 Beaver Road  
Sewickley, PA 15143  
412-741-7333

Wanted; Trippe Lights Complete and a Complete Centerline Radio for 1938. Nice only!

Dug Waggoner #10  
251 Kearney St  
San Francisco, CA 94108  
415-781-2347

## PARTS WANTED

37-81 Windshield Wiper Transmissions and the Arms that go under the dash from them.  
MINT OR N.O.S. CHROME ONLY

Bob McLaughlin #78  
428 W. Fern Ave.  
Redlands, CA 92373  
714-792-5355

## PARTS WANTED

## PARTS WANTED

1937 46S Coupe;  
Stainless Strips for Both Doors-40" long  
Stainless Strips for Hood  
Stainless Cowl Strips 4"  
Center Hood Strip  
Clock For Glove Box Door  
Hood Handles (2)

Greg Marshall #148  
14161 Riverton Cir,  
Westminster, CA 92683  
714-897-4217



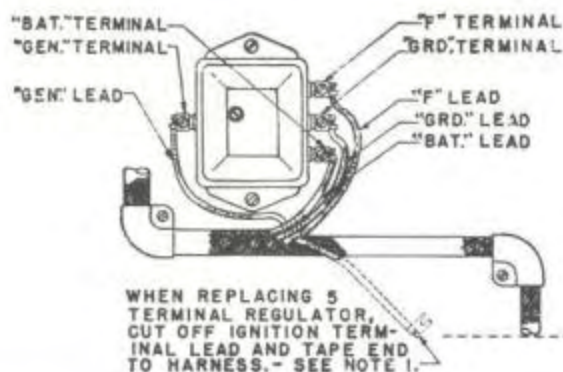


For those of you that have been looking for the Delco N.O.S. Voltage Regulator that has five poles on it. Here's a solution to your problem or at least something that is easier to find. Buick experienced trouble with the five pole regulator back in 1937 so Delco brought out a new improved regulator that is described below. It is a factory replacement for 1937 Buicks and was used on several GM cars of the period. The instructions shown below is what Delco put in the regulator box when sold. I have seen these regulators at several Swap Meets and they sell for around \$25.00 N.O.S. I purchased mine from "The Buick Barn", Weymouth, MASS.

**INSTALLATION INSTRUCTIONS FOR  
DELCO-REMY MODEL 1118213 VOLTAGE REGULATOR**  
(Four Terminal Type)

**THIS REGULATOR IS FOR USE WITH A NEGATIVE GROUND-ED BATTERY ONLY!**

Before installing the regulator in this package, check the battery voltage to make sure that its negative terminal post is grounded. IF THIS REGULATOR IS INSTALLED WITH A BATTERY WHICH IS POSITIVE GROUND. THE REGULATOR CONTACT POINTS WILL OXIDIZE RAPIDLY.



-----PLEASE NOTE!

1. When replacing a five terminal regulator, remove the regulator "IGN" terminal to ignition switch lead. If lead is in harness, cut off the lead as close to the harness as possible, then tape the wire end to the harness.
2. When replacing some of the earlier types of regulators with the dust-proof regulator in this package, wider hole spacings will be required. Drill  $\frac{1}{8}$  inch holes, use the enclosed self-tapping screws and lockwashers under the old screws to mount the regulator. Where the original regulator was mounted on a bracket, remove the bracket and mount the new regulator on the engine side of the dash.

**ACCIDENTAL REVERSAL OF GENERATOR POLARITY**

During the installation of the regulator, the polarity of the generator may accidentally become reversed. Reversed generator polarity will cause the cut-out relay contact points to vibrate and burn. To make sure the generator has the correct polarity with respect to the battery it is to charge, after the installation of the regulator momentarily connect a jumper lead between the "GEN" and the "BAT" terminals of the regulator, BEFORE STARTING THE ENGINE. The momentary surge of battery current to the generator will correctly polarize the generator.



TECHNICAL TIP FROM..PAUL BRENNAN #71

37/38 Buick Wiper Blades (All Series)

The exact Blade as used on Buicks in 1937 and 1938 is still available by "Trico". Go to any parts store which handles Trico and I'm sure they will be able to get them for you. The part number is..U778-30TM.

TECHNICAL TIP FROM..BEN LEWIS #94

Lower Radiator Hose 37/38 series 40

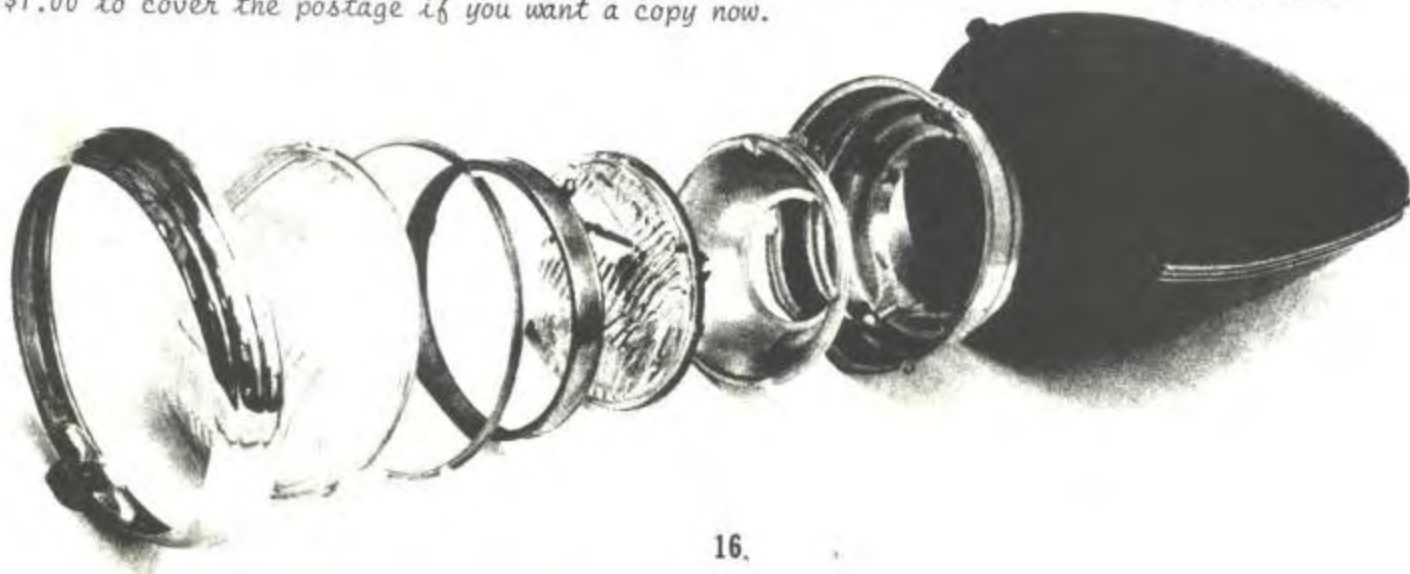
The lower radiator hose on 37 and 38 series 40 can be replaced with a currently made fresh hose. It is the same as the hose used on the 1965 and 1966 Buick which is currently available at your local parts house. You must trim a few inches off of the top of it and it then fits perfectly. The "Gates" hose part number is #20386.

TECHNICAL TIP FROM..DICK JONES #297

HOOD REST REPAIR TIP FOR 1937 BUICKS

The rubber on the hood rests on my 37-91 was all worn off and the metal was scratching the cowl paint. I was unable to locate new ones, so I removed them and cut off all the old rubber that was left. I dipped them in "Plasti Dip" several times. They really came out great! It is tough, pliable and non-skid. It comes in colors, I did mine in black. Plasti Dip is available at hardware and auto stores made primarily for tool handles. It is made by PLASTI-DIP INTERNATIONAL, 1458 West County Rd C., St Paul, MN 55113, ph#(612) 633-9633.

HEADLIGHT CONVERSION INFORMATION..For those of you that want to convert your 37/38 Buicks to Seal Beam (12volt) I now have a detailed "HOW TO" instruction sheet, with pictures. Thanks to Eugene Levandoski #74. I am in the process of trying to get permission from the publisher to re-print the article, but in the meantime if you let me know, I'll send you a copy. If you have old books around it was in "Rod & Custom" March 73. P.S. send a \$1.00 to cover the postage if you want a copy now.





## BUICK CLUB

PAGE #1

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

### BUICK 8, SECOND & THIRD SERIES ENGINE PARTS INTERCHANGE

- 40 - Special
- 50 - Super
- 60 - Century
- 70 - Roadmaster 1940-52
- 80 - Roadmaster 1936-39
- 80 - Limited 1940 133" W/B only
- 90 - Limited 1936-42

#### Series Breakdown . . . . .

First digit means series, second digit means body style, i.e.

- 1941 - 41      4 means Special, 1 means 4 door
- 1941 - 56      5 means Super, 6 means 2 door
- 1941 - 71C    7 means Roadmaster, 1 means 4 door, C means convertible

Second series engines production ran from 1937-50 in Series 40; Series 50 engines from 1940-1949; Series 60, 70, 80, 90 engines from 1936-1952. The second series engine cubic inch displacement is 248 for the 40 and 50 series cars. The second series engine cubic inch displacement is 320 for the 60, 70, 80, and 90 series cars. The F263 or third series engine has 263 cubic inch displacement and covers the series 50 cars 1950-52 and the series 40 cars 1951-53.

| <u>PART</u> | <u>YEARS</u> | <u>SERIES</u>  |
|-------------|--------------|----------------|
| Block       | 37-49        | 40, 50         |
| "           | 36-49        | 60, 70, 80, 90 |
| "           | 50-52*       | 50             |
| "           | 51-53*       | 40             |
| "           | 50-52        | 70             |
| Head        | 36-40        | 40, 50         |
| "           | 41-49        | 40, 50         |
| "           | 50-53*       | 40             |
| "           | 50-52*       | 50             |
| "           | 36-49        | 70             |
| "           | 50-52        | 70             |
| Crankshaft  | 37-49        | 40, 50         |
| "           | 50           | 40             |
| "           | 50-52        | 50             |
| "           | 37-52        | 60, 70, 80, 90 |
| Camshaft    | 37-48        | 40, 50         |
| "           | 49-53        | 40             |
| "           | 50-52        | 50             |
| "           | 36-48        | 60, 70, 80, 90 |
| "           | 49-52        | 70             |

\* Same Application





# BUICK CLUB

PAGE #2

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

| <u>PART</u>   | <u>YEARS</u>       | <u>SERIES</u>  |
|---|--------------------|----------------|
| Valve lifters   | 37-48              | All            |
| "   | 49-52              | All            |
| Timing Chains*  | 37-52              | 50             |
| "   | 37-53              | 40             |
| "   | 36-52              | 60, 70, 80, 90 |
| Cam Sprocket*   | 37-53              | 40             |
| "   | 37-52              | 50             |
| "   | 36-52              | 60, 70, 80, 90 |
| Crank Sprocket*   | 37-53              | 40             |
| "   | 37-52              | 50             |
| "   | 36-52              | 60, 70, 80, 90 |
| *Keep chain & gears in same year, i.e.<br>1940 series use 1940 to 1949 chain and gear |                    |                |
| Valves, intake & exhaust  | 37-53              | 40             |
| "   | 37-52              | 50             |
| "   | 36-52              | 60, 70, 80, 90 |
| Valve springs   | 37-49              | 40             |
| "   | 37-48              | 50             |
| "   | 49-53 hyd. lifters | 40             |
| "   | 49-52 hyd. lifters | 50             |
| Valve Springs   | 36-48              | 60, 70, 80, 90 |
| "   | 49-52              | 70             |
| Water Pump  | 34-40              | 40, 50         |
| "   | 41-49              | 40, 50         |
| "   | 36-49              | 60, 70, 80, 90 |
| Fuel Pump   | 34-38              | 40             |
| "   | 39                 | 40             |
| "   | 40-51              | 40, 50         |
| "   | 36-39              | 60, 80, 90     |
| "   | 40-51              | 60, 70, 80, 90 |
| "   | 52-53              | 40             |
| "   | 52                 | 50             |
| "   | 52                 | 70             |
| Oil Pump  | 37-39              | 40             |
| "   | 40-53              | 40             |
| "   | 40-52              | 50             |
| "   | 37-52              | 60, 70, 80, 90 |



PAGE #3



## BUICK CLUB

| <u>PART</u>                | <u>YEARS</u> | <u>SERIES</u>  |
|----------------------------|--------------|----------------|
| Pistons                    | 37           | 40             |
| "                          | 38-40        | 40, 50         |
| "                          | 41-49        | 40, 50         |
| "                          | 50           | 40             |
| "                          | 50-52        | 50             |
| "                          | 51-53        | 40             |
| "                          | 37           | 60, 80, 90     |
| "                          | 38-40        | 60, 70, 80, 90 |
| "                          | 41-52        | 60, 70, 80, 90 |
| Rods                       | 37-40        | 40, 50         |
| "                          | 41-48        | 40, 50         |
| "                          | 49-50        | 40             |
| "                          | 49           | 50             |
| "                          | 37-40        | 60, 70, 80, 90 |
| "                          | 41-48        | 60, 70, 80, 90 |
| "                          | 49-52        | 70             |
| Manifolds, intake-exhaust* | 37           | 40             |
| "                          | 38           | 40             |
| "                          | 39-47        | 40, 50         |
| "                          | 48-49        | 40, 50         |
| "                          | 50-53        | 40             |
| "                          | 50-52        | 50             |
| "                          | 37           | 60, 80, 90     |
| "                          | 38           | 60, 80, 90     |
| "                          | 39-51        | 60, 70, 80, 90 |
| "                          | 52           | 70             |

\*All manifolds will physically bolt to all heads within series

### UPGRADE, UPDATE INTERCHANGE

#### Timing chain cover -

Use 1942 and later cover in each series to gain benefit of improved neoprene oil seal

#### Water pump -

Use 1949 water pump in 1936-49 large series engines, better internal seal.  
Use 1949 water pump in 1941-49 series 40, 50, same pump as larger series.

#### Connecting rods -

Use 1949-52 rods in large series 1937-52 to gain inserted rod bearings.  
Use 1949-50 series 40 and 1949 series 50 rods in 1937-48 series 40, 50 engines, same reason.

#### Pistons -

Use 1941-49 domed pistons in 1937-40 series 40, 50 engines.  
Use 1941-52 domed pistons in 1937-40 series 60, 70, 80, 90 engines.  
Better piston design in both series.

#### Distributors -

1937-50 All series

1951-52 Series 40, 50, 70

1953 Series 40



## ADDITIONAL DATA

This information applies to the items of equipment on reverse side, which are marked as follows:

\* Consult A.E.A. SERVICE MANUAL for more complete information.  
 \*\* Serial Number - Right side rail at rear of front wheel.  
 Wheelbase Mod. 60, 126"; Mod. 80, 131"; Mod. 90, 138".  
 Engine Number - Right side of engine below push rod cover.  
 Mod. 60, 63176225 and up; Mod. 80, 63176225 and up; Mod. 90, 63176225 and up.

3 \* Distributor - Used with Marvel Carburetor, same as 663-2 except: automatic advance - 10° maximum at 1400 R.P.M. (maximum advance in distributor degrees at 1400 R.P.M.)  
 4 \* Vacuum Control - 5" - 7" hg. to start plunger travel. 5° to 8° distributor advance at 10" to 13" hg. - Full travel.

5 \* Ignition Timing - The ADV timing mark is 10° before the top dead center mark. The timing is intended for fuel having an octane rating of 75. See instructions under "OCTANE SELECTOR" for other grades of fuel.

6 \* Solenoid Switch - Relay -  
 Air Gap (points closed) - .010" to .013"  
 Point Opening - .025" to .045"  
 Contact Points Open - 1.0 to 1.2 Volts  
 Contact Points Close - 1.9 Volts (Max.)

Starting Motor - The overrunning clutch drive pinion must be in proper relation to solenoid switch. Adjust as follows:  
 Remove pin A and push solenoid plunger all the way forward. Take last out of overrunning clutch by pressing the finger on the clutch shell. Adjust stud B until pin A may just be inserted at the forward end of the slot, with pinion 1/8" from housing.

7 \* Voltage Regulator Adjustments - Operate generator at 2800-3000 R.P.M. Adjust generator voltage to 7.55 - 7.85 volts at 70°F. and 7.45 - 7.55 volts at 150°F. (with 9-10 amperes charging rate). Voltmeter connected between "IGN" terminal and ground.  
 Do not set voltage regulator on open circuit.  
 Contact Point Separation - .018" - .025"  
 Air Gap - .050" - .070" between armature and center of core (with armature down until fibre bumper just touches stop).

Cut-Out Relay Adjustments - Contact points close at 6.5-7.25 volts. Contact points open at 3 amps. max. discharge at 6.3 volts.  
 Note: Voltage readings should be taken with cover on unit.  
 After making adjustments, decrease engine speed until cut-out relay contact points open, then increase speed until points close before taking final voltage reading.

8 \* Valve Timing - Place an indicator on exhaust valve spring cap for either No. 2 or No. 7 cylinder so that it will accurately measure the valve opening. See that the valve being checked is lashed .015". Set the indicator so that it will register "0" with the valve closed. When the crankshaft has been turned in the direction of rotation so that the valve opens .155" the No. 1 and No. 8 top dead center mark on the flywheel should then be visible through the timing inspection hole in the flywheel housing.

9 \* Carburetor - Stromberg - Model AA-2 No. 18452 (used with Heavy Duty Air Cleaner) Carburetor - Marvel - Model BD-1S No. 10-1751 (used with Standard Air Cleaner) Carburetor - Marvel - Model BD-1S No. 10-1752 (used with Heavy Duty Air Cleaner) (See opposite column for specifications)

10 \* Manifold Automatic Heat Control - To check thermostat tension, remove cotter pin and clamp special lever on front end of shaft (this tool is a 1-1/2" lever arm; see Manufacturer's Service Manual). Using air hose, chill manifold assembly to approximately 70° F. Attach spring scale to lever. Hold finger lightly against lever to detect movement when pulling. Scale reading should be: 8 to 9-1/2 ounces at 70° F.

RECOMMENDED SERVICE TOOLS  
 Timing Lamp, Vacuum Gauge, Compression Gauge, Low Pressure Voltmeter, Stromberg

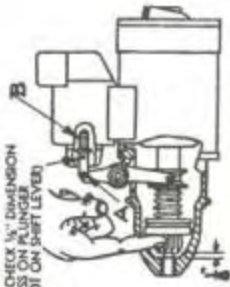
## IGNITION LOCK



Briggs & Stratton

|                              |             |
|------------------------------|-------------|
| KEY SERIES                   | 8000 - 9495 |
| KEY BLANK (BUICK NO. 601266) | 82116       |
| LOCK (BUICK NO. 1291853)     | 45922       |

In the high volatility position gives a leaner mixture. To check control on the car, remove the air cleaner to observe the action of the choke valve. The following observations should be made from the engine. The choke valve should be free and when opened or closed manually should return to its original position. With the throttle wide open. After a delay of 7 to 10 seconds the choke valve should slowly move toward the open position. Close the choke valve at once to its original position. If the engine starts to run. If this is not the case check for obstructed vacuum passage, leakage at the choke gasket due to loose attaching bolts, vacuum leak around the screw plug in the end of "take-off" cylinder due to looseness or damaged gasket, or sticking pistons. Accelerate the motor while it is still cool. The choke valve should move toward the closed position momentarily and then resume its original position. Failure to do so indicates sluggish dash pot piston pull out lever spring, or binding in moving parts. If the choke valve has performed as outlined above the control is operating properly. If not the unit should be removed from the engine and checked further. CALIBRATION OF THERMOSTATIC SPRING - Excessive high running temperatures may cause the thermostatic spring to lose its tension and affect the operation of the control. A special test fixture is required to check the calibration. DO NOT ATTEMPT TO ADJUST THIS SPRING WITHOUT THE PROPER FIXTURES.



11 \* Fuel Pump - Using AC Fuel Pump Analyzer No. 1521551. CAPACITY - 1 pint or over in 45 seconds. PRESSURE - 4-1/2 lbs. (Max.) at carburetor.

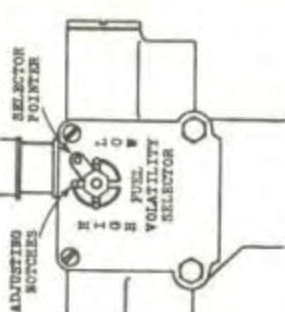
12 \* Thermostat - To start opening at 145° - 153° F. and to be fully open at 170°.

13 \* Muffler Back Pressure - 4-1/2 lbs. per square inch taken at the exhaust pipe flange at 3800 R.P.M.

14 \* Radiator Free Flow - 30.8 Model 60 (31.0 Model 80-90) Gallons per minute (U.S.) Radiator Free Flow - 32-1/2 Model 60 (33 Model 80) Gallons per minute at 60 M.P.H.

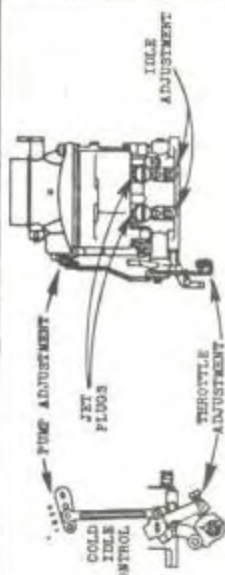
STROMBERG - Model AA-2 A-18452 - (Same as Stromberg - Model AA-2 A-18362 Except: Main Metering Jet Size .052")

Automatic Choke - Helico-Remy Automatic Carburetor Control - The fuel volatility selector is provided to take care of variations in fuel volatility encountered in various brands of fuel. The adjusting mechanism is located on the cover plate and adjustments can be made without disassembling control unit. The selector pointer for regular gasoline is set one notch from extreme "low" volatility. The three notches toward the "high" position provide ample adjustment to cover the most volatile brands of gasoline. Setting the selector in the low volatility position gives a richer mixture.

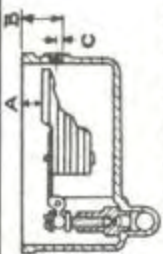


In the engine cool and stopped, push the throttle and the choke valve should return to its original position. Close the choke valve at once to its original position. If the engine starts to run. If this is not the case check for obstructed vacuum passage, leakage at the choke gasket due to loose attaching bolts, vacuum leak around the screw plug in the end of "take-off" cylinder due to looseness or damaged gasket, or sticking pistons. Accelerate the motor while it is still cool. The choke valve should move toward the closed position momentarily and then resume its original position. Failure to do so indicates sluggish dash pot piston pull out lever spring, or binding in moving parts. If the choke valve has performed as outlined above the control is operating properly. If not the unit should be removed from the engine and checked further. CALIBRATION OF THERMOSTATIC SPRING - Excessive high running temperatures may cause the thermostatic spring to lose its tension and affect the operation of the control. A special test fixture is required to check the calibration. DO NOT ATTEMPT TO ADJUST THIS SPRING WITHOUT THE PROPER FIXTURES.

- 11 \* Fuel Pump - Using AC Fuel Pump Analyzer No. 1521551. CAPACITY - 1 pint or over in 45 seconds. PRESSURE - 4-1/2 lbs. (Max.) at carburetor.
- 12 \* Thermostat - To start opening at 145° - 153° F. and to be fully open at 170°.
- 13 \* Muffler Back Pressure - 4-1/2 lbs. per square inch taken at the exhaust pipe flange at 3800 R.P.M.
- 14 \* Radiator Free Flow - 30.8 Model 60 (31.0 Model 80-90) Gallons per minute (U.S.) Radiator Free Flow - 32-1/2 Model 60 (33 Model 80) Gallons per minute at 60 M.P.H.



MARVEL - Model BD-1S 10-1751 10- TYPE - Duplex Downdraft - Adjust to smooth running one barrel at a time. OUT - To make rich. Throttle Stop Screw Adjust to idle at 7-8 M.P.H. Fixed Jets - Power Jet - (Part No. 49-460-7) Matched Metering Pin & Jet Assy. - (Part No. 290-1105-E) Idle Jet Assembly - (Part No. 49-578-K) Idle Adjusting Needle - (Part No. 43-521) Seasonal Adjustment - Four holes in Accelerating Pump Level. Number 2 hole is normal position, hole No. 1 for extreme hot weather.



FUEL LEVEL - 3/4" below top face of bowl (B) or 1/16" below center of hole (C) FLOAT LEVEL - 13/32" from top face of bowl to top of float (A)



ADDITIONAL DATA

This information applies to the items of equipment on reverse side, which are marked as follows:

\* Consult A.E.A. SERVICE MANUAL for more complete information.

\* Serial Number - Right side rail at rear of front wheel.

Engine Number - 122" Wheelbase - 122" Right side rear of engine below push rod cover. 43169223 and up.

3 \* Vacuum Control - 5" - 7" hg. to start plunger travel. 5° to 6° distributor advance at 10" - 13" hg. - Full travel.

4 \* Ignition Timing - The ADV timing mark is 6° before the top dead center mark. To avoid confusing these marks if a Synchroscope is used for timing, the ADV mark must be filled with white paint. The maximum allowable variation in out-of-synchronization of the cam 1-1/2 cam degrees.

5 \* Solenoid Switch - Relay -

Air Gap (points closed) - .010" to .013"  
Point Opening - .025" to .045"  
Contact Points - Open - 1.0 to 1.2 Volts  
Contact Points Close - 1.9 Volts (Max.)

6 \* Voltage Regulator Adjustments - Operate generator at 2800-3000 R.P.M. Adjust generator voltage to 7.55-7.65 volts at 70°F. and 7.45 - 7.55 volts at 150°F. (with 6-10 amperes charging rate) Voltmeter connected between "IGN" terminal and ground.  
Do not set voltage regulator on open circuit.  
Contact Point Separation - .018" - .025".  
Air Gap - .050" - .070" between armature and center of core (with armature down until fibre bumper just touches stop).  
Cut-out Relay Adjustments - Contact points close at 6.5-7.25 volts. Contact points open at 3 amp. max. discharge at 6.3 volts.

Note: Voltage readings should be taken with cover on unit.  
After making adjustments, decrease engine speed until cut-out relay contact points open, then increase speed until points close before taking final voltage reading.

7 \* Valve Timing - Place an indicator on exhaust valve spring cap for either No. 2 or No. 7 cylinder so that it will accurately measure the valve opening. See that the valve being checked is lashed .015". Set the indicator so that it will register "0" with the valve closed. When the crankshaft has been turned in the direction of rotation so that the valve opens .145" the No. 1 and No. 6 top dead center mark on the flywheel should then be visible through the timing inspection hole in the flywheel housing.

8 \* Carburetor - Stromberg - Model AA-1 No. 18451 (used with Heavy Duty Air Cleaner)  
Carburetor - Marvel - Model BD-1 No. 10-1749 (used with Standard Air Cleaner)  
Carburetor - Marvel - Model BD-1 No. 10-1750 (used with Heavy Duty Air Cleaner)  
Carburetor - Marvel - Model CD-1 No. 10-1762 (used with Standard Air Cleaner)  
Carburetor - Marvel - Model CD-1 No. 10-1763 (used with Heavy Duty Air Cleaner)  
(see opposite column for specifications)

9 \* Muffler Back Pressure - 3-1/4 pounds per square inch taken at the exhaust pipe flange at 3600 R.P.M.

10 \* Fuel Pump - Using AC Fuel Pump Analyzer No. 1521551 CAPACITY - 1 pint or over in 1 minute. PRESSURE - 3-1/2 pounds maximum at carburetor.

11 \* Thermostat - To start opening at 148° - 153° F. and to be fully open at 173° F.

12 \* Manifold Automatic Heat Control - To check thermostat tension, remove cotter pin and clamp special lever on front end of shaft (this tool is a 1-1/2" lever arm; see manufacturer's Service Manual). Using air hose, chill manifold assembly to approximately 70° F. Attach spring scale to lever. Hold finger lightly against lever to detect movement when pulling. Scale reading should be: 5 to 6 ounces at 70° F.

IGNITION LOCK

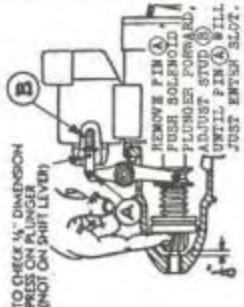


Briggs & Stratton

KEY SERIES 8000 - 9499

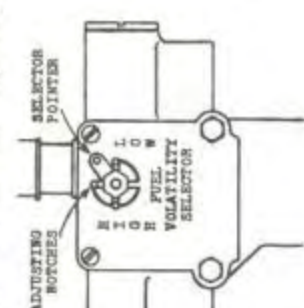
KEY BLANK (BUICK NO. 601268) 92116

LOCK (BUICK NO. 1291953) 45922

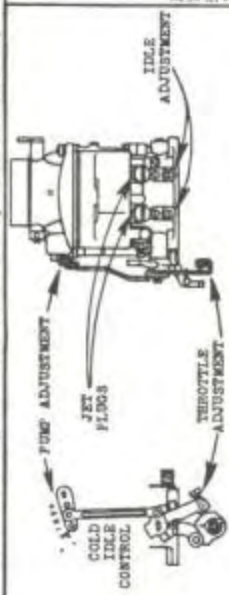


TO CHECK "N" SHUTDOWN POSITION PLUNGER (NOT ON SHUT LEVER)  
REMOVE PIN A  
PUSH SOLENOID PLUNGER FORWARD  
UNTIL PIN A WILL JUST ENTER SLOT.

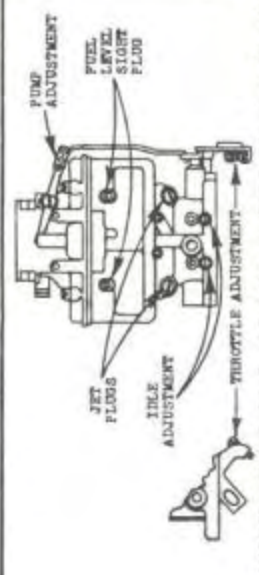
Automatic Choke - Delco-Remy Automatic Carburetor Control - The fuel volatility selector is provided to take care of variations in fuel volatility encountered in various brands of fuel. The adjusting mechanism is located on the cover plate and adjustments can be made without disassembling control unit. The selector pointer for regular gasolines is set one notch from extreme "low" volatility. The three notches toward the "high" position provide ample adjustment to cover the most volatile brands of gasoline. Setting the selector in the low volatility position gives a richer mixture, in the high volatility position gives a leaner mixture. Excessive high running temperatures may cause the thermostatic spring to lose its tension and affect the operation of the control. A special test fixture is required to check the calibration. DO NOT ATTEMPT TO ADJUST THIS SPRING WITHOUT THE PROPER FIXTURES.



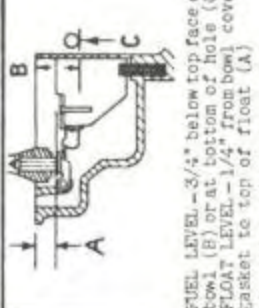
STROMBERG - Model AA-1 A-18451 - (Same as Stromberg Model AA-1 A-18361 Except: Main Metering Jet Size .045 and By-Pass Jet No. 70)



MARVEL - Model BD-1 10-1749 12\* TYPE - Duplex Downdraft Idle Adjustment - Adjust to smooth running one barrel at a time. OUT: To make rich. Throttle Stop Screw Adjust to idle at 7-8 M.P.H. Fixed Jets - Power Jet - (Part No. 49-530-J) Metering Pin and Jet Assy. - (Part No. 280-1107-E) Idle Jet Assy. - (Part No. 49-576-K) Idle Adjusting Needle - (Part No. 43-521) Seasonal Adjustment - Four holes in accelerating pump lever. Number 3 hole is normal position, hole number 1 or 2 for extreme hot weather.  
MARVEL - Model BD-1 10-1750 - 12\* (Same as Marvel Model BD-1 No. 10-1749 Except: Power Jet - (Part No. 49-530-J) Metering Pin and Jet Assy. (Part No. 280-1103-E))





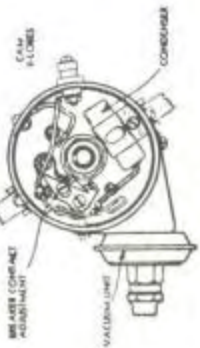
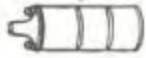


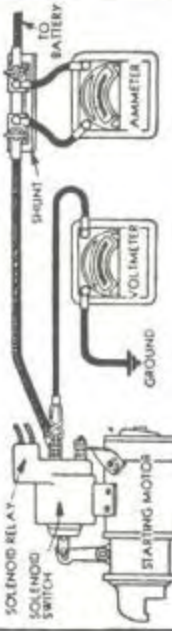
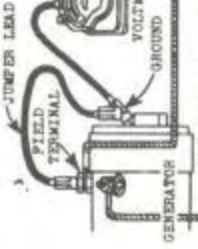
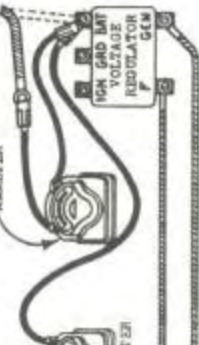

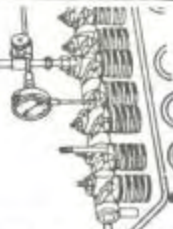

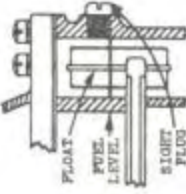
MARVEL - Model CD-1 10-1762 12\* TYPE - Duplex Downdraft Idle Adjustment - Adjust to smooth running one barrel at a time. OUT: To make rich. Throttle Stop Screw Adjust to idle at 7-8 M.P.H. Fixed Jets - Power Jet - (Part No. 49-530-J) Metering Pin (Part No. 173-1039) Idle Adjusting Needle - (Part No. 43-533) Idle Tube Assembly (Right) - (Part No. 229-525) Idle Tube Assembly (Left) - (Part No. 229-525) Float Valve and Seat (Part No. 253-517) Seasonal Adjustment - Three holes in accelerating pump lever. The center hole is normal position, outer hole for extreme hot weather.  
MARVEL - Model CD-1 10-1763 - 12\* (Same as Marvel Model CD-1 10-1762 Except: Power Jet - (Part No. 49-530-J) Metering Pin (Part No. 173-1039) Float Valve and Seat








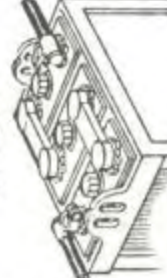
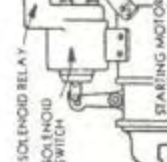
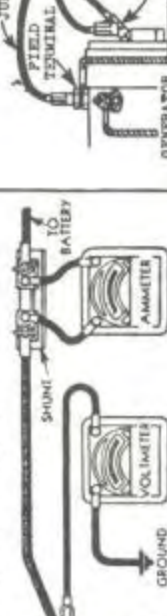

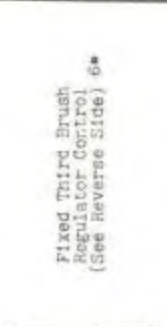
FUEL LEVEL - 3/4" below top face of bowl (B) or at bottom of hole (C)  
FLOAT LEVEL - 1/4" from bowl cover gasket to top of float (A)




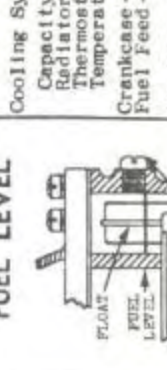
# TECHNICAL TIPS



|  |   |   |   |  |
|--|---|---|---|--|
| <p><b>SPARK PLUGS</b></p>  <p>USE<br/>FEELER GAUGE</p> <p>Size 18mm. Gap .025"<br/>Original Equipment<br/>AC Type H-9<br/>For Cooler or Hotter Type<br/>Consult AC Heat Range<br/>Chart *</p> | <p><b>DISTRIBUTOR</b></p>  <p>DELOCO-REMY<br/>No. 663-Z<br/>No. 663-ZX 3*<br/>Firing Order<br/>1-6-2-5<br/>8-3-7-4</p>   | <p><b>Breaker-Arm Spring</b></p>  <p>MEASURES CONTACT<br/>ADJUSTMENT<br/>CAM<br/>FLORES<br/>CONDENSER</p> <p>Breaker Contact Gap—.0125" to .0175 Cam Angle—31°<br/>Condenser—Part No. 1865972 Capacity—.18 to .25 Mfids.<br/>Rotation—Counterclockwise (viewed from top of distributor)<br/>Adjustment—44° (Distributor)<br/>Vacuum Control—No. 681-H 4*<br/>Automatic Advance—Full Automatic—8° at 825 R.P.M.<br/>(Maximum advance in distributor degrees at distributor R.P.M.)</p>  | <p><b>COIL</b></p>  <p>Delco-Remy<br/>No. 536-H<br/>Servicing Coil<br/>No. 526-B<br/>Mounting Bracket<br/>No. 18635-46<br/>Koilster Reading<br/>Cold 42-64<br/>Hot 38-56</p>   | <p><b>IGNITION TIMING</b></p>  <p>Use Timing Lamp—Breaker contacts to open for No. 1 cylinder when mark "ADV" on flywheel is opposite index line on flywheel housing. 5°<br/>Octane Selector—Pointer is set at middle of scale before timing. For lower octane fuel, retard toward LOW (after timing) position to be such that only a slight ping is evident at 15 M.P.H. At full throttle when accelerating.</p>   |
| <p><b>BATTERY</b></p>  <p>Delco—Type 15-GW<br/>Capacity—114 Amp. Hour<br/>(20 hr. rate)<br/>Location—Under front<br/>seat.<br/>Ground—Negative terminal<br/>grounded.</p>                     | <p><b>STARTING MOTOR</b></p>  <p>SOLENOID RELAY<br/>SOLENOID SWITCH<br/>STARTING MOTOR</p> <p>DELOCO-REMY No. 727-W<br/>Drive—Overrunning Clutch Part No. 1843041<br/>Free Running Speed—5500 R.P.M. 85 Amps. 5.0 Volts<br/>Lock Torque (Stalled) 16 Ft. Lbs. 600 Amps. 3.0 Volts<br/>Controls—Solenoid Switch No. 1542-6*<br/>Vacuum Switch No. 1607-1594</p> | <p><b>STARTING &amp; LIGHTING</b></p>  <p>JUMPER LEAD<br/>FIELD TERMINAL<br/>GROUND<br/>GENERATOR<br/>VOLT METER<br/>VOLTAGE REGULATOR<br/>VOLTAGE GAUGE</p> <p>DELOCO-REMY No. 918-A, 918-F<br/>Rotation—Clockwise (viewing drive end)<br/>Regulation—Fixed Third Brush, Voltage Regulator<br/>Maximum Output Safe Setting:<br/>Hot—25—28 Amps. 8.0 Volts 4200 R.P.M. of<br/>marked "927" on voltage regulator with terminal marked "A"<br/>Cold—27—31 Amps. 8.0 Volts 4000 R.P.M.<br/>Voltage Regulator No. 5807 7*<br/>Brush Spring Tension—22 to 28 ozs. (Main) 16 to 20 ozs. (Third)</p>  | <p><b>GENERATOR</b></p>  <p>ARMATURE<br/>FIELD TERMINAL<br/>GROUND<br/>VOLTAGE REGULATOR<br/>VOLTAGE GAUGE</p> <p>Fixed Third Brush<br/>Regulator Control<br/>(See Reverse Side) 7*</p>  | <p><b>COOLING, FUEL &amp; OIL SUPPLY</b></p> <p>Cooling System—<br/>Capacity—17 qts. (U.S. Meas.)<br/>Radiator Flow—14°<br/>Thermostat—Engine water outlet. 12°<br/>Temperature Gauge—AC No. 1510491<br/>Crankcase—Capacity 6 qts. refill (U.S.)<br/>Fuel Feed—AC Mechanical Part<br/>(Type AH) No. 1521856 11*<br/>Air Cleaner—AC Oil-Wetted<br/>(with stiller) No. 1525522<br/>Gasoline Gauge—AC<br/>Dash Unit No. 1515421<br/>Tank Unit No. 1515444 (Mod. 60)<br/>Tank Unit No. 1515440 (Mod. 80-90)<br/>Oil Pressure Gauge—AC No. 1525485<br/>Charge Indicator—AC No. 1525485<br/>Speedometer—AC No. 1525485<br/>Vacuum Operated Devices:<br/>Windshield Wiper—Trico<br/>Service Motor (closed No. SK-24 (Mod. 60)<br/>No. SS-4 (Mod. 80-90)</p> |
| <p><b>VALVES</b></p>  <p>USE NEW FEELER STOCK FOR EACH JOB</p> <p>Engine Hot<br/>Intake—.015"<br/>Exhaust—.015"<br/>With engine oil<br/>and coolant at</p>                                  | <p><b>TIMING</b></p>  <p>Inlet Valves open<br/>14° before top dead<br/>center. 8°<br/>Tappet Lash for timing</p>   | <p><b>CARBURETION</b></p>  <p>PUMP LINK<br/>FUEL<br/>LEVEL<br/>SLIGHT<br/>FLUID<br/>JET PLEAS<br/>(TWO)<br/>IDLE ADJUSTMENT<br/>(TWO SCREWS)<br/>THERMOSTAT<br/>ADJUSTMENT<br/>COLD IDLE<br/>CONTROL<br/>POINTER<br/>CAM<br/>THERMOSTAT<br/>ADJUSTMENT</p> <p>STROMBERG—Model AA-2 A-18362 9* TYPE—Dual Downdraft<br/>Idle Adjustment—Adjust to smooth running—one barrel at<br/>a time. OUT: To take rich. Idle at 6 to 8 H.P.H. 10°<br/>Cold Idle Control—Thermostatically operated.<br/>Fixed Jets—Main Metering Jet—Size .068" (Part No. P-22866)<br/>By-Pass Jet—No. 63 (Part No. P-19447)<br/>Main Discharge Jet—No. 26-32 (Part No. P-22428)</p> | <p><b>FUEL LEVEL</b></p>  <p>FLOAT<br/>PIPE<br/>LEVEL<br/>SLIGHT<br/>FLUID</p> <p>Fuel Level—5/8" below<br/>surface of float<br/>chamber which<br/>corresponds to<br/>bottom of<br/>level sight plug at<br/>correct Fuel<br/>Pressure.</p> | <p><b>COOLING, FUEL &amp; OIL SUPPLY</b></p> <p>Cooling System—<br/>Capacity—17 qts. (U.S. Meas.)<br/>Radiator Flow—14°<br/>Thermostat—Engine water outlet. 12°<br/>Temperature Gauge—AC No. 1510491<br/>Crankcase—Capacity 6 qts. refill (U.S.)<br/>Fuel Feed—AC Mechanical Part<br/>(Type AH) No. 1521856 11*<br/>Air Cleaner—AC Oil-Wetted<br/>(with stiller) No. 1525522<br/>Gasoline Gauge—AC<br/>Dash Unit No. 1515421<br/>Tank Unit No. 1515444 (Mod. 60)<br/>Tank Unit No. 1515440 (Mod. 80-90)<br/>Oil Pressure Gauge—AC No. 1525485<br/>Charge Indicator—AC No. 1525485<br/>Speedometer—AC No. 1525485<br/>Vacuum Operated Devices:<br/>Windshield Wiper—Trico<br/>Service Motor (closed No. SK-24 (Mod. 60)<br/>No. SS-4 (Mod. 80-90)</p> |



|  |  |  |   |  |
|--|--|--|---|--|
| <b>SPARK PLUGS</b><br><br>USE<br>FEELER GAUGE   | <b>DISTRIBUTOR</b><br><br>1 2 3 4 5 6 7 8<br>H  | <b>Breaker-Arm Spring</b><br><br>19 to 23 OZ.<br>MEASURE AT<br>90° TO BACK<br>OF LEVER   | <b>COIL</b><br>  | <b>IGNITION TIMING</b><br><br>RIGHT FRONT FACE OF<br>FLYWHEEL HOUSING   |
| <b>Size 18mm. Gap .025"</b><br><b>Original Equipment</b><br><b>AC Type H-9</b><br>For Cooler or Hotter Type<br>Consult AC Heat Range<br>Chart *  | <b>Delco-Remy</b><br><b>No. 663-Y</b><br><b>Firing Order</b><br><b>1-6-2-5</b><br><b>8-3-7-4</b>   | <b>Breaker Contact Gap—.0125" to .0175" Cam Angle—31°</b><br><b>Condenser—Part No. 1665972 Capacity—.18 to .25 Mfd.</b><br><b>Rotation—Counterclockwise (viewed from top of distributor)</b><br><b>Adjustment—44° (Distributor)</b><br><b>Vacuum Control—No. 661-H 3"</b><br><b>Automatic Advance—Full Automatic—13° at 1650 R.P.M. (Maximum advance in distributor degrees at distributor R.P.M.)</b>   | <b>Delco-Remy</b><br><b>No. 536-H</b><br><b>Servicing Coil</b><br><b>No. 526-B</b><br><b>Mounting Bracket</b><br><b>No. 1863546</b><br><b>Koiller Reading</b><br><b>Cold Hot</b><br><b>42-64 30-56</b>  | <b>Use Timing Lamp—Breaker contacts to open for No. 1 cylinder when mark "ADV." on flywheel is opposite index line on flywheel housing.</b><br><b>Octane Selector—Pointer is set at middle of scale before timing. For Ethyl gasoline advance toward HIGH (after timing) until a very slight ping is evident at 1500 R.P.M. at full throttle when accelerating.</b>  |
| <b>BATTERY</b><br><br><b>DELCO—Type 13W</b><br><b>Capacity—96 AMP. HOUR (20 hr. rate)</b><br><b>Location—Under front seat.</b><br><b>Ground—Negative terminal grounded.</b> | <b>STARTING MOTOR</b><br><br><b>SOLENOID RELAY</b><br><b>SOLENOID SWITCH</b><br><b>DELCO-REMY No. 734-Z</b><br><b>Drive—Overrunning Clutch</b><br><b>Free Running Speed—5000 R.P.M. 85 Amps. 5.0 Volts.</b><br><b>Lock Torque (Stalled) 12 Ft. Lbs. 475 Amps. 3.63 Volts.</b><br><b>Controls—Solenoid Switch No. 1542 5"</b><br><b>Vacuum Switch No. 1607</b> | <b>STARTING &amp; LIGHTING</b><br><br><b>GENERATOR</b><br><b>AMMETER</b><br><b>VOLTMETER</b><br><b>FIELD TERMINAL</b><br><b>OR GROUND</b><br><b>DELCO-REMY No. 1843041</b><br><b>Part No. 1843041</b><br><b>Free Running Speed—5000 R.P.M. 85 Amps. 5.0 Volts.</b><br><b>Lock Torque (Stalled) 12 Ft. Lbs. 475 Amps. 3.63 Volts.</b><br><b>Controls—Solenoid Switch No. 1542 5"</b><br><b>Vacuum Switch No. 1607</b> | <b>GENERATOR</b><br><br><b>Fixed Third Brush Regulator Control (See Reverse Side) 6"</b><br><b>Rotation—Clockwise (viewing drive end)</b><br><b>Regulation—Voltage Regulator</b><br><b>DELCO-REMY No. 916-B, 918-G.</b><br><b>Maximum Output Safe Setting:</b><br><b>Hot—25 to 28 Amps. 8.0 Volts at 4200 R.P.M. of these readings take at Central</b><br><b>Cold—27 to 31 Amps. 8.0 Volts at 4000 R.P.M. of these readings take at Central</b><br><b>Regulator—No. 5907 6"</b><br><b>Brush Spring Tension—22 to 26 ozs. (Main Brushes) 18 to 20 ozs. (Third Brush).</b> | <b>GENERATOR</b><br><br><b>Fixed Third Brush Regulator Control (See Reverse Side) 6"</b><br><b>Rotation—Clockwise (viewing drive end)</b><br><b>Regulation—Voltage Regulator</b><br><b>DELCO-REMY No. 916-B, 918-G.</b><br><b>Maximum Output Safe Setting:</b><br><b>Hot—25 to 28 Amps. 8.0 Volts at 4200 R.P.M. of these readings take at Central</b><br><b>Cold—27 to 31 Amps. 8.0 Volts at 4000 R.P.M. of these readings take at Central</b><br><b>Regulator—No. 5907 6"</b><br><b>Brush Spring Tension—22 to 26 ozs. (Main Brushes) 18 to 20 ozs. (Third Brush).</b> |

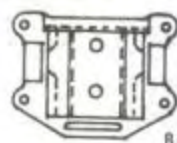
|  |  |  |  |   |
|--|--|--|--|---|
| <b>VALVES</b><br><b>CLEARANCE</b><br><br><b>Intake—.015"</b><br><b>Exhaust—.015"</b><br><b>With engine oil and coolant at normal temperature.</b> | <b>TIMING</b><br><br><b>Inlet Valves open 13° before top dead center, 7° after.</b><br><b>Tappet Lash for timing.</b> | <b>CARBURETION</b><br><br><b>PUMP LINK</b><br><b>FUEL LEVEL</b><br><b>STIGHT FLUG</b><br><b>JET FLUGS (TWO)</b><br><b>IDLE ADJUSTMENT (TWO SCREWS)</b><br><b>THROTTLE ADJUSTMENT</b><br><b>POINTER</b><br><b>CAM</b><br><b>STROMBERG—Model AA-1 A-18361 8"</b><br><b>TYPE—Dual Downdraft</b><br><b>Idle Adjustment—Adjust to smooth running—one barrel at a time. OUT: To make rich. Idle at 8 to 10 M.P.H. 15°</b><br><b>Cold Idle Control—Thermally operated.</b><br><b>Fixed Jets—Main Metering Jet Size .045" (Part No. P-22560) By-Pass Jet—No. 66 (Part No. P-20563) Main Discharge Jet—No. 28-30 (Part No. P-22561)</b> | <b>FUEL LEVEL</b><br><br><b>FUEL LEVEL</b><br><b>STIGHT FLUG</b><br><b>Fuel Level—5/8" below surface of float chamber which corresponds to bottom of level sight plug, at correct Fuel Pump pressure.</b> | <b>COOLING, FUEL &amp; OIL SUPPLY</b><br><b>Cooling System—Capacity—13-1/4 qts. (U.S. Meas.) Radiator Free Flow—16.7 G.P.M. (U.S. Meas.) Thermostat—In Cyl. head water outlet. 110° Temperature Gauge—AC No. 1510491</b><br><b>Crankcase—Capacity 6 qts. refill (U.S.) Fuel Feed—Mechanical Pump; AC (Type W) No. 1521854 10"</b><br><b>Air Cleaner—AC Oil-wetted (with silencer) No. 1526010</b><br><b>Gasoline Gauge—AC Tank Unit No. 1515321</b><br><b>Oil Pressure Gauge—AC No. 1515444</b><br><b>Charge Indicator—AC No. 1505485</b><br><b>Speedometer—AC No. 1505485</b><br><b>Vacuum-Operated Devices: Windshield Wiper—Trico Service Motor (closed models) No. 5K-34 Distributor Control—Delco-Remy</b> |
|--|--|--|--|---|



# Don't buy one without the other!

Your plans are made---the car's paint job is superb, you paid top dollar for the rechroming, there's not a flaw in the upholstery job---don't shortchange you or your car by using anything less than the best in replacing the rubber on the car. Lynn Steele offers a very extensive line of reproduction rubber parts. Steele parts are known throughout the restoration industry for top-notch materials, craftsmanship, and authenticity.

The parts shown below are a mere drop in the bucket compared to what you'll find in our catalog. Send \$1.00 (per make) for our catalog, specifying year, make, and model. You just can't miss when using Steele Quality Reproduction Rubber.



B-235



1937-38 Support assembly, engine, rear, 1297662. Re-vulcanized to new condition using your old steel plates. Please send both steel plates from your old supports (4 pcs. total).

Allow about 3 weeks for delivery. Ser. 40 only.  
B-235 . . . . . \$75.00/pr.



B-45

1937 Mtg. pads, tail lights, 1299460-1. Ser. 40, 60.  
B-45 . . . . . \$15.00/pr.



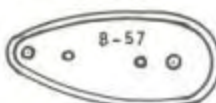
B-169

1937 Pad, tail lamp mtg.-to-fender, R & L, 1299472-3, fine detail, excellent copy. Ser. 80, 90 only.  
B-169 . . . . . \$18.00/pr.



B-101

1938 Mtg. pads, tail light, R & L, 1304392-3, excellent job, fully detailed. Ser. 40, 60 only.  
B-101 . . . . . \$15.00/pr.



B-57

1938-40 Mtg. pad, tail light, 1304394-5. Ser. 80, 90.  
B-57 . . . . . \$20.00/pr.



B-32

1937 Mtg. pad, parking light, 1299346. All.  
B-32 . . . . . \$10.00/pr.



B-64

1938 Pad, parking light (fender light), 1304744. All Series.  
B-64 . . . . . \$12.00/pr.



B-65

1937 Mtg. pad, license light, 1300325. Models 40C, 44, 47, 60C, 64, 67 (Plainback body styles).  
B-65 . . . . . \$15.00/ea.



B-46

1937 Pad, rear license lamp, middle of trunk, 1300206. Models 41, 48, 61, 68 and all Ser. 80, 90.  
B-46 . . . . . \$15.00/ea.



B-34

1938-49 Pad, rear license lamp & trunk handle body, 1307560. Many models.  
B-34 . . . . . \$ 7.50/ea.



B-41

1937-38 Grommets, front bumper, R & L, 1299430-1, beautiful copy. Ser. 40 & 60.  
B-41 . . . . . \$22.00/pr.



B-56

1937-38 Grommets, front bumper, 1299408, fine reproduction. Ser. 80, 90.  
B-56 . . . . . \$18.00/pr.



B-182

1937-38 Mtg. pad, rumbleseat step to fender, proper beaded edge, exact copy. Some models, as req'd.  
B-182 . . . . . \$10.00/ea.



B-184 A & B

When ordering, specify A or B and also 25 ft. or 50 ft. roll.  
B-184 A & B . . . . . 25 ft. roll - \$ 8.50/ea.  
50 ft. roll - \$16.00/ea.



B-145

1937-38 Runningboard matting. Special original design, molded in solid aluminum molds, right and left. Size includes stock for apron riser and outer radius. No splicing necessary. Subject to batching so order early. Series 40 only.  
B-145 . . . . . \$235.00/set

## STEELE

Dept. 37-38  
Rt. 1, Box 71W  
Denver, N.C. 28037  
(704) 483-9343





# Support Our ADVERTISERS

**BILL HIRSCH CO. 1937-1938 Parts. . . .**

- **Engine Paint** We carry a Full Line of Engine Enamels. Dark Green, High Gloss For 1937 and 1938 Buicks.....\$12.50 Qt.
- **Hub Caps** We handle the finest 1937 and 1938 Buick Hub Caps. These are the Highest Quality Available.....\$60.00 Ea.
- **Paints** High Quality, High Gloss Pure Nitrocellulose Lacquer, As the Original Buicks were Painted. All Colors Available.\$33 to \$39 Gal.
- **Trim Rings** We Handle one of the Finest 16" Wheel Trim Rings. High Quality SHOW CHROME, Satisfaction Guaranteed.....\$35.00 Ea.
- **Fuel Systems** This Product is used to Seal the inside of Fuel Tanks after they are Boiled Out. Protects Inner Lining.....\$10.00 Qt.
- **Leathers** We handle the Finest Grade Leathers Available. Please send a Sample of your needs for price Quotes.....
- **Upholstery** We also handle a complete line of Convertable Top and Interior Upholstery and Carpets. Call for Samples & Quotes.....



**You Can Charge It. . . .**

MEMBER #126



**PHONE 201-642-2404**

**396 Littleton Ave Newark N.J. 07103-22**



**UNIVERSAL TIRE CO.**

2650 COLUMBIA AVE.

LANCASTER, PA. 17603

Telephone: 717-397-5184 CALL FREE: 800-233-3827

| SIZE             | RIM SIZE | WHITE WALL WIDTH | TYPE | BLACK | WHITE WALL | EXCISE TAX | RUBBER STEM TUBES | BRASS STEM TUBES |
|------------------|----------|------------------|------|-------|------------|------------|-------------------|------------------|
| 650x16 Universal |          | 3 1/2"           |      | 70.00 | 80.00      | 2.09       | 9.50              | 14.50            |

I have been looking for a long time to find a Tire that would look the same as the Old Car Ads of the late 30's. It seems that everyone you see on the market today looks too wide. More like you see in the late 40's. Well this tire is exactly what were looking for. The whitewall and tread is the right one. Available in 650X16 only.....

Dave Lewis

**Tires 1900 to 1964 with authentic treads**




1937 **Buick** 1936

A MEMBER SUPPORTED  
**NATIONAL BUICK CLUB**

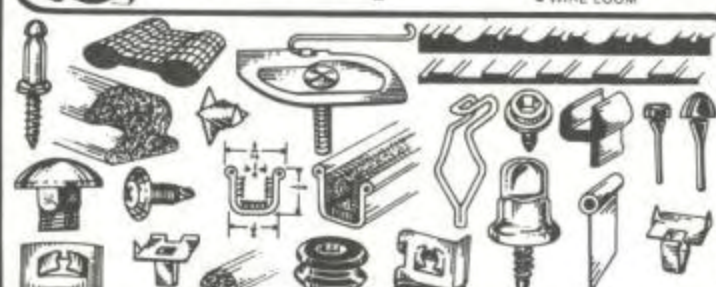
Support Our

ADVERTISERS



# RESTORATION SPECIALTIES AND SUPPLY, INC.

- WINDOW CHANNEL
- BELT WEATHERSTRIP
- RUBBER WEATHERSTRIP
- GLASS SETTING CHANNELS
- ROLL RUBBER MATTING
- RUBBER BUMPERS & GROMMETS
- SEDAN DECKING
- BIAS, WELTS & WINDLACE
- FENDERWELT
- HOODLACE
- PANELBOARD & COWLBOARD
- CLIPS & FASTENERS
- MOULDING BOLTS
- SCREWS: CHROME & STAINLESS
- FINISHING WASHERS
- BUMPER BOLTS
- TRIMMING SUNDRIES
- SPEED NUTS
- WIRE LOOM



P. O. BOX 328 DEPT. B WINDBER, PA. 15963  
PHONE 814 269-3304 (9:00 - 5:00) 814 467-9282 (Other reasonable hours)  
EST. 1974 Illustrated Catalog \$2.00

# RUBBER PARTS

THERE WERE A LOT OF RUBBER PARTS USED ON YOUR VINTAGE AUTO, AND BY NOW MOST OF THEM ARE PROBABLY HARD, CRACKED, FADED, AND DETERIORATED. THAT'S WHERE WE COME IN. WE MANUFACTURE THOUSANDS OF HARD TO FIND PREMIUM QUALITY RUBBER REPRODUCTIONS FOR ALMOST EVERY MAKE. WE ARE SURE TO HAVE ALL OR SOME OF THE RUBBER PARTS YOU ARE LOOKING FOR TO COMPLETE AND DETAIL YOUR RESTORATION. PLEASE WRITE FOR OUR NEW AND BIGGER CATALOG #17, AND WE'LL RUSH IT TO YOU BY FIRST CLASS MAIL. **Wholesale information on request.**



BUICK, CADILLAC, CORD, CHEVROLET, CHRYSLER, DESOTO, DODGE, FORD, FRANKLIN, GMC, GRAHAM, HORCH, HUDSON, HUPMOBILE, JAGUAR, KAISER-FRAZER, LINCOLN, MERCURY, MG, MORGAN, NASH, OLDS, PACKARD, PIERCE, PLYMOUTH, PONTIAC, PORSCHE, REO ROLLS, SINGER, STUDEBAKER, T-BIRD, TRIUMPH, WILLYS, PLUS OTHERS

Complete Illustrated Catalog #17 \$2.

Sent Fast By **FIRST CLASS MAIL.**



# METRO

**MOULDED PARTS**  
9521 Foley Blvd.  
Minneapolis, MN 55433  
(612) 786-7740

☆ Highest quality at fair prices. ☆





A MEMBER SUPPORTED

**NATIONAL BUICK CLUB**

RAY KUEHN

**DOOR SILLS**  
CHEMICALLY ETCHED

81 GRAHAM AVE. N. Haledon N.J. 07508

DOOR SILL REPORT.....ATTENTION ALL MEMBERS.....

As most of you know I have been working towards finding a supplier of Door Sills for our Buicks for the last seven months. I have had over 150 people write to me wanting to buy new Sills for their car after I ran an article in Hemmings last January. I tried very hard to have them made by a company in California, but ran into a lot of problems and had to give up on that company. After some research I found Mr. Ray Kuehn in New Jersey that makes Sills for cars and after talking with Ray we have agreed to form a program whereas the Club Members may buy, thru Ray, direct at a discount. In order for him to offer us this discount it is very important that he receives a large enough response from this article to warrant the discount he is offering. In the event the members do not respond it will necessary for Ray to recend this offer. He is now making Sills by hand and if the orders increase he can speed his production process in order to produce them at a lower cost. IF YOU WANT OR NEED SILLS....NOW IS THE TIME TO WRITE RAY AND LET HIM KNOW.....Ray has sent me some samples to try on my car and they are nice. I am sure that you will be very happy with the quality and fit. I think the best way for Ray to gauge our interest is for the Members to send Ray a deposit check of \$10 for Ray to hold until your Sills are ready. In the event the Club Members do not respond as we think, Ray will return your check or he will make your Sills at the regular price. It will require around 25 orders for Ray to offer the discount plan so let's start on those orders today.....

Ray has the pattern for 1937 and 1938 40 Series 4 Dr. Sedans now so anyone wanting Sills for them will not need to send any samples. Owners with Coupes and the 60-80-90 Series will need to send their old Sills to Ray to get the right lengths....The Sill Design is the same on all 37-38 Cars, but we need to verify the lengths....

Send your deposit checks to; Mr Ray Kuehn, 81 Graham Ave, N. Haledon, N.J. 07508

Delivery Time will be between 10 days to 30 days depending on Orders...PLEASE BE PATIENT....

PRICES;

REGULAR PRICECLUB DISCOUNT PRICE-MEMBERS ONLY

COUPES; \$95.00 pair  
SEDANS; \$125.00 set (4)

COUPES; \$55.00 Pair  
SEDANS; \$75.00 per set (4)

BUICK CLUB DISCOUNT OF 20% OFF

**PENN**  
**BALL BEARING CO.**  
3511 N. American St.  
Phila., PA 19140



CALLS UP TO 4:30 P.M. SHIPPED SAME DAY  
Telephone: GARfield 3-3105

## BEARINGS

WE CARRY IN STOCK—

A B C  
AETNA  
ANDREWS  
A T B  
AUBURN  
BANTAM  
B C A  
BOWER  
C J B  
DODGE  
FAFNIR  
FEDERAL

GWILLIAM  
HEIM  
HOOVER  
HYATT  
KILIAN  
LINK BELT  
MCGILL  
M R C  
MEDART  
NEW DEPARTURE  
NICE  
NORMA HOFFMAN

ORANGE  
POLLARD  
R B C  
ROLLWAY  
SAGINAW  
SCHATZ  
SEALMASTER  
SHAFFER  
S K F  
TIMKEN  
TORRINGTON  
TYSON

## OIL SEALS

C/R. TROSTEL, NATIONAL, VICTOR, GARLOCK, GITS



# Support Our ADVERTISERS

HUNDLEY ACUFF JR.-1423 WILSON ROAD-ROSSVILLE, GA. 404-866-4875.....

MEMBER #198

NOW AVAILABLE....A RUNNINGBOARD COVER THAT FITS AND LOOKS LIKE N.O.S. COVERS.

For those of you that have been waiting for the 60 series runningboard covers...I have the sample now and the Molds are ready. The only problem is the material. I must order in large quantities therefore I need orders to off set the cost of the material. If you want covers, Please send me a deposit of at least \$100.00. I am figuring on delivering the covers within the next two months providing I receive enough orders. The pair of covers will be \$325.00 per pair or \$400.00 per pair if I cook them on your metal, Plus Freight. Your money will be refunded in the un-likley event that I do not receive enough orders. From the requests I have received there should be more than enough orders to fill... The 40 series and the 60 series Molds have been lengthened in order to allow for a shrinkage problem and are now much easier to install than before.

## PRICES:

40 Series;  
Covers Only \$300.00 pr.

60 Series;  
Covers Only \$325.00 pr.

ALL PLUS FREIGHT

WE CAN COOK THESE COVERS ONTO YOUR PRE-CLEANED METAL UPON REQUEST AT AN ADDITIONAL CHARGE

## 1937 BUICK CENTERLINE AND CENTERLINE DUAL RADIOS



INSTRUCTIONS FOR OPERATING  
INSTALLING AND SERVICING

Place in Glove Box After Installing Radio.

Models 980534 and 980535

BUICK MOTOR COMPANY  
FLINT, MICHIGAN

## CLUB PROJECT

These 1937 Buick Radio Booklets are being offered to the members as a means of raising money to provide all the members with either a Dash Plaque or Grill Emblem for our Club.

Dug Waggoner #10 is willing to do the Art work to design these. Dug has offered his services to do the design and find a manufacturer to produce them. The Net Cost of these 25 page booklets is \$3.37 each. For everyone sold I will put the profits in a separate account towards this goal. We will from time to time have fund raisers until we reach our Goal.

|                    |                    |
|--------------------|--------------------|
| PRICE PER BOOKLET; | \$12.50            |
| Shipping;          | \$2.00             |
|                    | <u>\$14.50 ea.</u> |

Send your orders to the Club Office,  
1569 Wabash Ave.

Anyone having any ideas that would further this project please contact either Dug or myself.

Dave

# 1937 Buick 1938

A MEMBER SUPPORTED  
**NATIONAL BUICK CLUB**

## *More than meets the eye*

**L**OOK at it. You are impressed with its size and majesty and grace of line. Sit in it — your appreciative eye finds it faultless in all its appointments. But to *measure* the merits of the Buick LIMITED you must drive it. For the most surprising thing about this arresting car is its brilliance of behavior. Faster

on the take-off, lighter in all its handling, smooth with a fluid ease exclusive to Buick alone, it is nimble as no car of its size has been before. Add that to its stunning style and to its luxurious roominess and you have the reason why you'll fail to match its value elsewhere within a thousand dollars of its price.



*"Better buy Buick!"*

A GENERAL  MOTORS VALUE

The Buick shown is the LIMITED Limousine delivered at Flint, Mich. at \$2453, complete with standard equipment. Fenderwells extra. There are 3 LIMITED models ranging in price from \$2176 to \$2453 and 4 ROADMASTER models from \$1645 to \$1983 delivered complete at Flint. State and local taxes if any and transportation extra.

THIS BEAUTIFUL ADVERTISEMENT IS COURTESY OF...DUG WAGGONER #10



# NEW MEMBERS

Don Warren #272  
12370-244th St.  
Maple Ridge, B.C.  
V2X 6X4  
Parts Vendor  
604-463-4290

J. Hagsten #273  
c/o Simpson Barber Lines  
17 Battery Place  
New York, N.Y. 10004  
38-40C

Jon Lee #274  
121 Bath Road  
Brunswick, ME 04011  
38-46C (6)  
207-442-7819 (H)  
207-725-8288 (O)

Merrill Bellis #275  
RR - Box 6750  
Morrisville, VT 05661  
38-66C (7)  
802-888-4671

Rocky Farano #276  
27 Cochrane Ave.  
Dobbs Ferry, N.Y. 10522  
38-66S (8)  
914-693-3928

Sal Helay #277  
23336 Balmoral Lane  
Canoga Park, CA 91307  
37-81 (10)  
213-361-6263

John Seagle #278  
G.P.O. Box 3466  
NSW 2001  
Sydney, Australia

Jack M. Corliss #279  
8735 Lyndora  
Downey, CA 90242  
37-90  
213-861-5783

James Cannon #280  
10420 W. 65th Street  
Shawnee, KS 66203  
38-67 (5)  
913-631-5843

Jerry Barton #281  
24013 SE 416th  
Enumclaw, WA 98022  
37-46C (5)  
206-825-5230

Colin Hinxman #282  
21 Bancroft St.  
Kelvin Grove 4059  
Brisbane, Australia  
38 Buick

Jim Wallace #283  
16438 Gilmore St.  
Van Nuys, CA 91406  
37-46S (9)  
213-785-7246

David Schinnerer #284  
1308 Santoni  
Torrance, CA 90501  
37-66C (9)  
37-80C (7)  
213-377-8689 (H)  
213-320-0707 (O)

Mike Berzanskis #285  
5358 West 54th Street  
Chicago, Ill 60638

William G. Nichols #286  
4918 Chauncey Dr.  
Belmont, MI 49306  
37-40 (6)  
616-874-9384

James R. Rowe #287  
1321 Annandale Terrace  
Pasadena, CA 91105  
37-90 (6)  
213-799-8609

John Peterson #288  
2901 Knox Ave So Apt 10  
Minneapolis, MN 55405  
38-41 (8)  
612-823-0724

Jim Purvis #289  
c/o General Delivery  
Sumas, WA 98295

Fred V. Legler #290  
2405 N.E. 92nd Ave.  
Portland, OR 97220  
38-46 (7)  
503-254-4916

David W. Herritt #291  
250 East-700 South  
Lebanon, IN 46052  
37-41 (5)  
-482-2348

Jim Moloney #292  
430 N. Turnpike Rd.  
Santa Barbara, CA 93111  
37-47 (9)  
805-964-2898

Thomas Connwell #293  
858 Burnham Ave.  
Calumet City, Ill 60409  
38-41 (8)  
312-862-3737

Quentin P. Goodman #294  
4848 Lakeview #102  
Voorha Linda, CA 92686  
38- (6)  
714-996-4866

J.V. Cavanaugh #295  
7159 Wild Horse Cir.  
Sarasota, FL 33583  
38-60 (10)  
813-922-1217 (H)  
813-371-0016 (O)

Thomas Peters #296  
P.O. Box 3925  
McAllen, TX 78501

Dick & Barbara Jones #297  
517 Ramona Ave  
Monterey Park, CA 91754  
37-91 (8)  
213-307-8822

Stan Kosek #298  
305 Tomahawk Trail S.E.  
Cedar Rapids, IOWA 52403  
37-41 (8)  
319-363-1585

J.A. Hagglund #299  
P.O. Box 118  
Maitland 7405  
Cape. R.S. Africa

Hugh Patterson #300  
617 Locke Ave.  
Waterloo, Iowa 50702  
38-41 (7)  
319-235-6659

Dave Massey #301  
8229 Allport Ave.  
Dante Fe Springs, CA 90670  
38-66S (7)  
213-698-0135

Richard Rusche #302  
Rt. #3  
Windsor, Mo 65360  
38-47 (5)  
816-647-5983

Russell Kaufmann #303  
P.O. Box 3761  
Santa Rosa, CA 95402  
38-46S (4)  
707-542-4151

Art Haggett #304  
3906 Blackwood Ct.  
Santa Maria, CA 93455  
38-81 (6)  
805-937-1763

Craig & Pat Enenbach #305  
7630 Ontario St.  
Omaha, NE 68124  
38-41 (6)  
402-397-3881

James N. Gregg #306  
737 Dalewood Ct.  
San Jose, CA 95120  
38-41 (6)  
408-268-2129

Mike Trombetta #307  
611 Hakaha Pl.  
Honolulu, Hawaii 96816  
37-81F (10)  
38-41 (7)  
808-735-2943

Larry McCune #308  
4332 Parkview Drive  
Lakewood, CA 90712  
38-40  
213-420-1249

Dennis F. Winters #309  
P.O. Box 239  
Dayton, OR 97114  
37-47 (7)  
503-864-2673

E.A. DePouli #310  
119 Hardenburg  
Demarest, N.J. 07627  
Parts Vendor

Ray Kuehn #311  
81 Graham Ave  
N. Haledon, N.J. 07508  
Parts Vendor

John Lloyd #312  
443 N. Alma School Rd.  
Mesa, Arizona 85201  
37 Sedan  
38 Convertable (10)  
602-833-3504 (H)  
602-833-4233 (O)

John Koutre #313  
1301 Rainbow Dr.  
Stevens Point, WIS 54481  
38-80C (6)  
715-341-6188

Herbert Martin #314  
1891 Golden Ave.  
Long Beach, CA 90806  
37-46 (7)  
213-591-1494

Buick Club of America #315  
P.O. Box 898  
Garden Grove, CA 92642

Edward Moody #316  
29 Hazel St. RFD #6  
Nashua, N.H. 03060  
38-40 (9)  
603-889-4297

Leonard J. Specht #317  
47 Woodbrook Circle  
Westfield, N.J. 07090  
38-46S (5)  
38-46 (2)  
201-233-8829

## 1982 MEMBERSHIP APPLICATION 37/38 BUICK CLUB

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ CONDITION \_\_\_\_\_ SCALE 1 to 10...10BEST  
PHONE ( ) \_\_\_\_\_

CLUBS FISCAL YEAR ENDS JANUARY 30

DUES: \$20.00 per year "Bulk Rate" Mail, U.S.A.  
\$26.00 per year "First Class" Mail, U.S.A.  
\*\* \$26.00 per year CANADA, First Class Only  
\*\* \$45.00 per year Overseas, First Class Air Only

Half Year Rates August Only  
ALL MEMBERSHIPS EXPIRE JAN.50

\*\* U.S. FUNDS ONLY



**1937 Buick 1938**

**SWAP N' SELL NEWS BULLETIN**

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

ADDRESS CORRECTION REQUESTED

BULK RATE  
U.S. Postage

**PAID**

Permit No. 75  
Springfield, IL

